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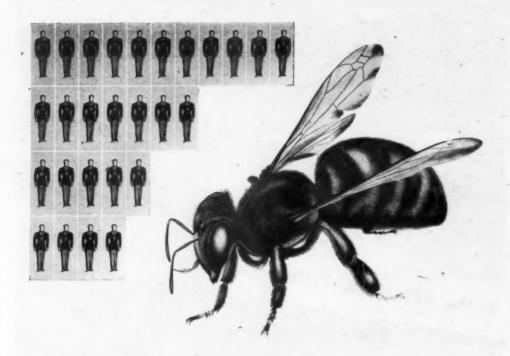
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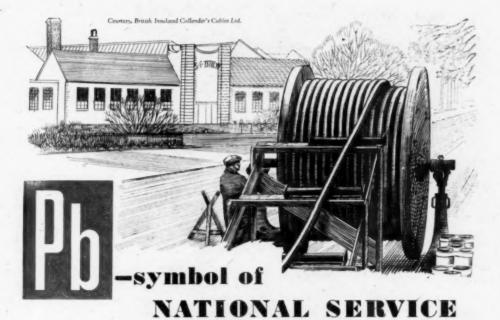
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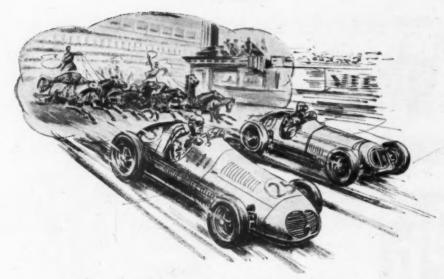
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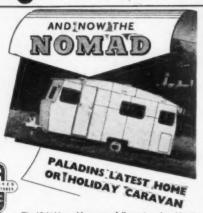
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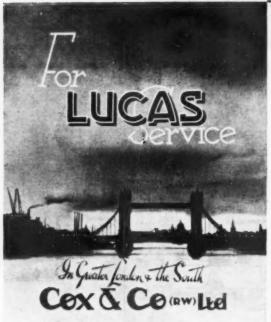
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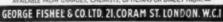
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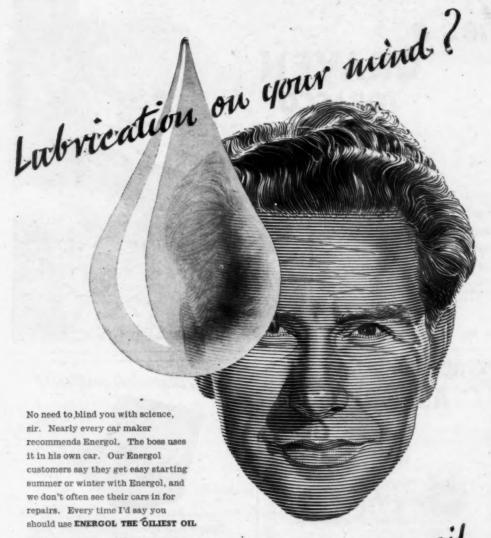


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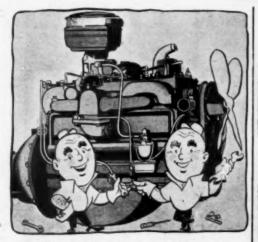


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#### In This Issue

Practical Testing	62
Progress in Standardization	64
Monte Carlo Rally	69
ROAD TEST: Vauxhall	
Wyvern	71
Bermuda Today	74
Interesting Competition	
Cars	76
The Yorkshire Coast	78
1952 American Cars	81
Correspondence	83
Disconnected Jottings	86
Used Cars on the Road	87
The Sport	88

# Autocar

FOUNDED 1895

No. 2929

FRIDAY, JANUARY 18, 1952

Vol. XCVII

#### Destination: Monte Carlo

RITISH motorists, picking their way apprehensively round the roads of this country in the face of a renewed road safety campaign which is showing a pronounced anti-motoring bias, will think with envy of the competitors in the Monte Carlo Rally zig-zagging through the winter Continent and through countries most of whose inhabitants have accepted the car for its enormous convenience. We do not believe that the general public in this country would be anti-motoring if cars were more readily available and if fewer vapourings from self-styled experts on road safety escaped the blue pencils of sub-editors. It cannot be too strongly emphasized that the only source of unbiased and reliable safety data which we have so far discovered in this country is the Road Research Laboratory, and we deplore the lack of publicity which greets its best efforts.

This year, as always, the greatest hazard on the route south to Monte Carlo is the mountain weather, but there will be few occupants of Rally cars who will not relish a spice of animosity on the part of the elements. Tame road sections place too great an emphasis on special tests, and although the special test on the regularity circuit this year is capable of establishing precedence amongst any competitors who have tied on the road section, it is to be hoped that it will not be called upon to

exercise too much influence in that direction.

British starters on January 22 form a record number, evidence, again, that the spirit of adventure is not so dead in Britain as many would like to believe. Amongst them might, conceivably, be the winner, although the dice are loaded—quite innocently, it should be stressed—in favour of the Frenchmen, the Rally taking place mostly in their homeland, with which they may be expected to be reasonably familiar! But no one begrudges victory to the French, or to any other nationality that may obtain premier honours. The game's the thing, and the Monte Carlo Rally is the great winter motoring game.

#### Standardization

ITH further austerities looming ahead and substantial rises in the prices of cars being announced, the year 1952 can hardly be said to have opened auspiciously for motorists. It is, therefore, refreshing to turn to the account given in this issue of the steps that have been taken by the Big Six car manufacturers during the past three years "to achieve improved economics" by adopting a large measure of standardication in certain components common to the vehicles produced by them As a result, the component manufacturers are able to concentrate their energies upon a smaller number of items, and increased production and lower costs should follow.

It should not be imagined that the benefits of standardization have been tardily realized by the automobile industry only during the last three years. Standardization is nothing new and has long been practised. Present economic conditions, however, emphasize its usefulness, because the cost of tooling-up to produce any given item has greatly increased and it is, therefore, desirable to spread the cost by producing as many articles as possible.

It is also important to note that this process is not being allowed to interfere either with technical progress or with individuality in both engineering and style. Accordingly, the standards which are agreed upon are reviewed at intervals so that

any which might be considered to be in danger of becoming outdated may give place to new ones which the march of progress renders desirable. This is important because it removes any danger of standardization turning into stagnation. It should also not be forgotten that by its very nature this is a long-term policy, and that the full benefits of the work which has been done are not yet being fully enjoyed.



Road test instruments fitted to a Vauxhall Wyvern. On the steering column is the Tapley brake test meter, and on the facia is the Tapley performance meter; to its right is the gauge for the brake pedal pressure indicator. (Inset): Closeup of the Macklow-Smith brake pedal pressure capsule.



## **Practical Testing**

#### EXTRA DATA TO ASSIST THE EVALUATION OF PERFORMANCE

■ Keen readers of The Autocar Road Tests take a close interest in the performance data given for different cars. The article on these pages explains permanent additions to the data introduced in the Road Test in this issue (pages 71-73). The new items relate chiefly to tractive effort and braking, and the article outlines the part they play in the measurement of performance.

NE of the most frequently heard phrases in motoring circles is, "What will she do?" This may refer to maximum speed, acceleration from rest through the gears, or on any particular gear, or to the ever-important question of petrol consumption.

There are two factors governing vehicle performance; they are the power required, and the power available. Now, the power required can be subdivided into two parts: That needed to overcome the rolling resistance, and that required to overcome the wind resistance of the vehicle. These two resistances can be combined into what is known as the total resistance, and this can be shown graphically and expressed in terms of pounds per ton for a given m.p.h., although it is more usual to convert this into terms of horse-power required for a given speed.

Having plotted the horse-power required against the speed of the car, it is now possible to determine the required engine power for a given performance, together with the gear and axle ratios. It must be remembered that the engine horsepower must be reduced to take into account the losses in transmission, and so forth, so that a figure for the horse-power available at the road wheels is obtained. This figure can then be plotted on the same graph and the area between the two curves is a measure of the excess power available The intermediate gear ratios can also be for acceleration

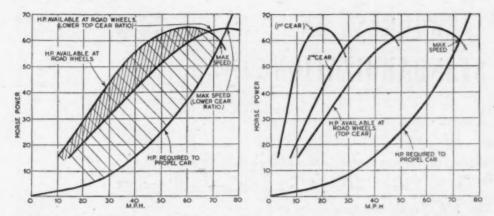
plotted in terms of power available, and this will show the maximum speed on the intermediate gears.

It may be asked how these design data are related to the actual testing of the finished product. The two are definitely connected, and the results of the tests of a similar car with different gearing can explain why two cars of approximately similar weight and engine capacity have quite different characteristics as regards liveliness on the road when under test. If the cars are similar except for gear ratios, as in the example shown by the graph, there may be a considerable difference in total resistance as well as one of engine horse-power.

There can be no hard and fast rule about design, as it is usually a matter of compromise while striving for the ideal. The type of car and the roads over which it is to be used must occupy a prominent place in the designer's mind. If the car were light enough and had a low enough resistance and was powered by an engine that developed its maximum horse-power over the total speed range, it would have flashing acceleration and a high top speed. In practice, of course, these ideals are not possible, and therefore to increase the spread or range over which near-maximum power is available gears must be used. These do not increase the power, but they do vary the speed at which it occurs at the road wheels

#### **Deduction from Data**

The Autocar Road Test data have for many years contained engine horse-power, gear ratios and m.p.h. per 1,000 r.p.m. on top gear. From these figures it is possible to determine the car speeds on all the gears at which maximum power is developed, and if the complete curves for horse-power available (at the road wheels) on each gear were



This curve shows the difference in power available for acceleration caused by a change of axle ratio. The total shaded area shows the power available with the high axle ratio, while the double-shaded area shows the reduction in power on the lower gears, for a small gain in overall maximum speed, when a lower ratio axle is fitted. The curve on the right shows the relative speeds at which maximum horse-power is available in the various gears.

plotted it would be possible to pinpoint the ideal positions when a gear change should be made. However, it is not within the scope of these tests to include complete curves of horse-power and power required, although the speeds on the gears obtained by practical tests are, of course, included.

the gears obtained by practical tests are, of course, included. It has been thought desirable to increase the amount of road test data available to the reader by including some extra measurements of acceleration, braking, and also low-speed resistance to motion. Apart from its function in plotting the power required to drive a car at speeds where wind resistance is virtually negligible the measurement called in the tables Tractive Resistance, and expressed in pounds per ton weight of car (laden as tested), indicates the amount of low-speed resistance to motion. An unduly high reading on the instrument would be caused by excessive friction in the mechanism, which could, for example, be brought about by rubbing brakes or tight wheel bearings.

#### Measuring Pendulums

The measurement of the power available for acceleration, called Tractive Effort in the Road Test tables, can be expressed as 1b (pull) per ton (weight) or alternatively in terms of gradient, usually expressed in terms such as 1 in 4, or 1 in 8, as shown in the diagram. For both of these measurements, of tractive resistance and tractive effort, a Tapley meter is used. The working principle if the mechanism of the meter is the pendulum and it can best be visualized by considering an observer sitting in the car holding a piece of string with a weight on the end of it. If the car is travelling along at a uniform speed the weight will hang vertically and if the car is on a level road the angle to the horizontal axis of the car will be 90 deg. On the other hand, if the car is accelerated the weight will tend to lag behind the observer's hand and consequently the string will be at an angle to the vertical plane. For practical purposes, the magnitude of this angle is proportional to the acceleration force. Similarly, if the car is decelerated, the weight will tend to carry on in the direction of motion of the car and the string will make an angle on the opposite side of the vertical plane (when viewed from the side of the vertical plane (when viewed from the side of

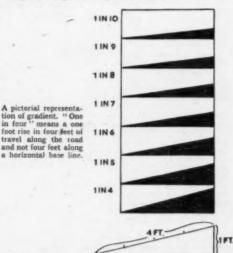
Moreover, when the car is travelling at a uniform speed up a gradient, because of the weight the string will be vertical, but relative to the horizontal plane of the car it will be at an angle. This, then, in simple terms, shows the relationship between acceleration on a level road and hill-climbing ability.

A similar instrument can also be used for measuring the efficiency of the brakes. In this case, it is necessary to

provide a locking mechanism to hold the equivalent of the piece of string and the weight in the position that it swung to during maximum retardation. The angle can be measured when the vehicle is stationary after the application of the brakes. In conjunction with braking efficiency, a brake pedal pressure indicator is also used, which is fitted with a device to record the maximum pedal pressure used during the test. It is proposed to include several figures in the Road Test data which also give the efficiency with pressures below the maximum obtained.

As all the recorded performance data are relative to the total weight of the car, driver and observer, with the test gear, this weight is now included in the column marked "weight laden as tested."

Fuel consumption will now be expressed in terms of an overall figure for a stated number of miles, while it is hoped in the near future to include specific fuel consumptions at constant speeds. This figure will give an indication of the considerable increase in the total resistance of a car (chiefly owing to windage) as the speed is increased.



STANDARDIZATION TARGETS

# PROGRESS IN **STANDARDIZATION**

RESULTS OF THREE YEARS' WORK BY A "BIC SIX" COMMITTEE WITH THE OBJECT OF LOWERING COSTS AND INCREASING PRODUCTION

by A. G. Douglas Clease, B.Sc., A.M.I.Mech.E.

UIETLY, with no flourish of trumpets, the "Big Six" of the automobile industry have been tackling the problems of standardiza-Actually this has been going on for three years, for it started at a meeting of the S.M.M.T. Production, Efficiency and Standardization Committee at Earls Court on November 4, 1948, when it was decided that the Big Six (namely, Austin, Ford, Nuffield, Rootes, Standard and Vauxhall), representing 87 per cent of the total output of vehicles, should meet for discussion at regular intervals.

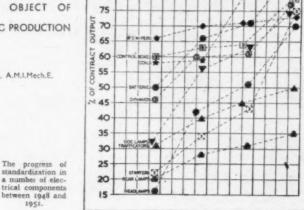
Senior executives from the engineering and purchasing departments were nominated by each organization to form what has become known as the Big Six Standardization Committee, and their discussions are on an entirely off-the-record basis and are confined to the examination of problems affecting the components used by the Big

It might be thought that this is purely a domestic matter for the organizations concerned, but very little reflection is necessary to show that it is also a matter of vital interest to motorists in general. Indeed, one has only to consider the objectives laid down by the committee in the introduction to their first report dated August, 1949, as follows:

"To promote the principles of stan-dardization with reference to the products of the Big Six manufacturers thus: First, to achieve improved economics, thereby lowering costs and obtaining the highest possible production and concentration upon the smallest possible variety of components and accessories. Secondly, to facilitate pro-duction methods and to promote a more efficient after-sales servicing of vehicles."

The phrases I have italicized will assuredly make an instant appeal to the motoring public!

Now there is much that can be said for standardization, but, as with most other things, it is possible for it to be overdone. That fact was originally recognized by the committee, whose



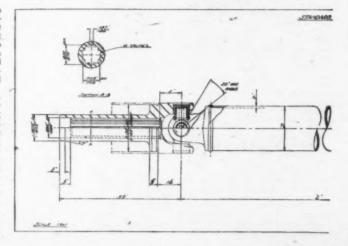
a number of electrical components between 1948 and 1951.

terms of reference as set forth in the report are:-

8O

"To concentrate on a programme of standardization which will awold (a) Inter-fering with the proper rate of technical progress; (b) Interfering with a proper de-gree of individuality in regard to both engineering and style."

Thus the competitive spirit is preserved; in fact, there is no obligation on the part of any member to adopt the standards decided upon, naturally the advantages to be gained by so doing are not likely to be disregarded. Accordingly, uniformly printed Standards Books have been produced covering the various units and components, and these books are a valuable reference for the items they deal with amongst designers and draughtsmen working on future projects. It is worth noting that these standards books are not restricted to circulation amongst the Big Six, but are available to all manufacturers, suppliers



and, in fact, to any member of the S.M.M.T., also to any technical body, on request through that society. There is no jealous guarding of the findings of the committee for the sole advantage of the Big Six; no "dog in the manger attitude.

Apart from the direct advantages of standardization there is one other matter which the committee consider it important to record in the following

"That over and above the question of the strict terms of reference, the senior engineers and purchase executives of the Big Six have been drawn together to a degree never previously achieved during the history of the industry. This establish-ment of greater co-operation is likely to prove of the utmost benefit to the automo-bile industry in the future."

#### Pooling Knowledge

This very desirable state of affairs has come about quite naturally in the The engineering refollowing way. presentative of each of the Big Six has sponsored certain subjects, and his company has acted as host to the other committee members and to relevant suppliers, who, as is described later, were invited to attend, at the meetings at which these subjects were discussed. In this manner all the members have visited each of the main factories in turn and have had opportunities to compare manufacturing methods.

It may be wondered why this Big Six committee should have come into being, seeing that the B.S.I. has been operating for 50 years, and in that period has covered a lot of ground and done most valuable work, greatly appreciated by all branches of industry, and that the S.M.M.T. has also had a committee working on standardization for many years. The answer lies in the peculiar nature of the Big Six committee which gives it advantages over larger and more official bodies, en-abling it to move more quickly. In fact, there are three advantages possessed by the Big Six committee: (1) it is small in numbers and consists of responsible executives capable of taking quick decisions, (2) each member is interested in vehicles of somewhat similar sizes and prices, produced in quantities by modern productive equipment, so that their problems are common to all members, and (3) all have a very direct and live interest in reaching decisions which are of real technical and commercial value.

These characteristics of the committee are helpful when the standards they have agreed upon are reviewed at intervals, as they must be as condi-tions change, and when it is found necessary to remove those which have become obsolete or to introduce new ones prompted by design develop-ments. Without this periodical reviewing there might be a risk of hindering the introduction of desirable improvements.

It should also be appreciated that standardization is necessarily of longterm character, and that it will, therefore, be some time before the effect of the committee's work is fully realized. As an example, the Big Six may all agree upon a certain type of starter motor, but before some of them can use it they may have to wait until a well-established engine is superseded by a new one in order to avoid dislocations both in production and service.

Certainly the concentration and development upon a smaller number of components should be of considerable benefit in getting down to detail and making the best possible job from the points of view both of design and of production. This is largely the secret of success of U.S. engineers in producing articles which are not only low in price, but also extremely reliable and efficient.

Before dealing with the various components which have been, are being, or will be considered by the committee, it is interesting to note the composition

#### GET-TOGETHER

These are the items over which excellent progress has been made towards standardization:

Electrical equipment Instruments and engine fittings Carburettors Damper equipment Body hardware Brake equipment Propeller-shafts Thin wall bearings Clutches Steering gears Wheels and tyres Ball and parallel roller bearings Substitute materials

of the committee itself. The main committee consists of :-

mittee consists of:

Mr. J. R. Rix, Technical Manager, and Mr. H. J. Graves, Supply and Production Equipment Manager, the Austin Motor Co., Ltd.

Mr. R. Barker, Administrative Engineer, and Mr. F. E. W. Hammond, Purchase Manager, Ford Motor Co., Ltd.

Mr. A. Issigonis, Chief Designer (Morris and Wolseley), Mr. J. R. Woodcock, Production Manager (Morris and Wolseley), and Mr. S. Westby, Standards Engineer, the Nuffield Organization.

Mr. B. B. Winter, Director of Engineering, Mr. A. G. Booth, Chief Technical Engineer, and Capt. J. Brittain-Jones, Group Supply Director, Rootes Group.

Mr. E. G. Grinham, Technical Director, the Standard Motor Co., Ltd.

Mr. M. Platt, Esceutive Engineer, and Mr. A. Woodcall, Supplies Director, the Standard Motor Co., Ltd.

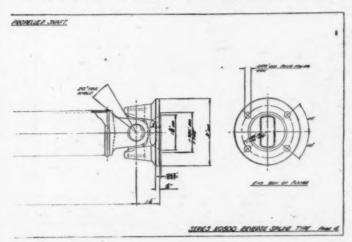
Mr. M. Platt, Esceutive Engineer, and Mr. A. W. Laskey, Assistant Managing Director, Vauxhall Motors, Ltd.

In addition there are a number of co-opted members and a number of operative panels which deal with certain specialized subjects such as body hardware equipment, truck brakes, road wheels and substitute materials. At most meetings the S.M.M.T. has also been represented and the "Heavy Five" of the larger commercial vehicle manufacturers have been represented at meetings considered to be of special interest to them. Senior executives of the suppliers also attend the meetings according to

the components under review.

One of the first subjects to be tackled was electrical equipment, and although Joseph Lucas, Ltd., had been able to achieve an appreciable measure of standardization since 1945, by consultation with individual manufac-turers, it has proved much easier and more expeditious to deal with the Big Six in committee, as can readily be understood. The first step was to reach agreement that it would be an overwhelming advantage to use only one voltage for all Big Six vehicles, instead of having some with 6-volt and others with 12-volt equipment. On balance it was decided that the technical advantage lay with the 12-volt system, which has therefore been adopted as standard.

The important effect of standardization is well shown by the accompanying curves showing the percentage of contract output of various items of



Standardization in open propeller-shafts and their universal joints.

#### PROGRESS IN STANDARDIZATION

continued

electrical equipment for the four years from 1948-51 inclusive. Thus head lamps were only 15 per cent in 1948, rose to about 42 per cent in 1949, to just over 50 per cent in 1950 and to 70 per cent in 1951. This increase is the result of the agreement to standardize the 7in diameter flushing-fitting type head lamps as being suitable for the modern front styling. In the same way with ignition coils, standardization on a 12-volt system enables one standard duty and one heavy-duty coil to fill all requirements, so that the usage of these should rise to 95 per cent by the end of this year.

Wheels and tyres have also been dealt with and a standards book on wheels is nearly ready for issue. It covers a selection of rim sizes and a limited number of bolting arrangements to the hub. Two sizes of wheel nuts will be standardized upon the introduction of unified threads and the 60 deg cone seating for wheel nuts will then become standard also.

It was recognized that the problem of standardizing body hardware would prove difficult. However, a sub-committee consisting of the chief body engineer of each manufacturing group was set up to deal with the purely technical aspects and considerably eased the burden of the main committee. As a result basic designs of roof lamps, ash trays, fittings for sun vizors, driving mirrors and glass channels are recommended. Locker-lid locks have been reduced to one type only.

The foregoing are body components which are immediately available but there are also items which are at present in the development stage, such as window regulators, interior door handles and bumper sections.

Certain long-term developments are being considered such as arm rest fittings, door locks, door checks, bonnet locks and safety catches.

With regard to brakes it was agreed that production if one standardized braking system was undesirable and that competition ,was an essential of technical progress. Brake standardization is only possible on a long-term basis, as many other chassis details involving expensive tooling have to be considered. However, it has been agreed that 10 basic brake sizes shall be adhered to, which represents a reduction of approximately 30 per cent. As a result of this standardization and the standardization of agreed sizes, one concern which now services 136 different brake shoes will in future supply only ten, even if manufacturing the full range of the ten sizes listed.

#### Dampers

Spring dampers have been dealt with as regards installation features so that "comparable types may be interchanged as units. Two types of telescopic damper, three types of wishbone lever arm damper and three types of single lever arm damper are included in this standards book, together with dimensions for levers and connecting links, to cover the whole range of cars and light commercial vehicles manufactured by the Big Six.

Some degree of standardization has also been achieved in instruments, speedometer drives, speedometers, petrol pumps and in screwed connections for a number of engine accessories. Five sizes of downdraught carburettor and three sizes of horizontal carburettor can cover all

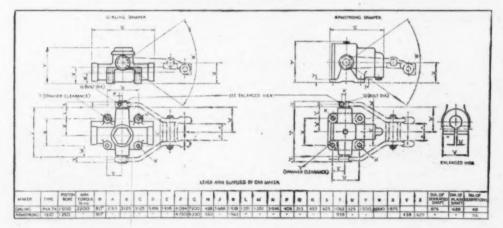
requirements, with two sizes of petrol pipe and two sizes of connection.

Propeller-shafts are reduced to five different sizes of universal joints with four diameters of tube and two of wall thickness, giving a total combination of seven different tube sizes, and an effort has been made to control the lengths of the standard propeller-shafts by quoting three preferred lengths between joint centres for each size of tube. In ball and parallel roller bearings metric sizes have been adopted as standard, and the elimination of inch sizes has resulted in a reduction of 50 per cent in the number of bearings. In thin-wall bearings 11 standard diameters and two wall thicknesses have been agreed for main bearings, with specified lengths for each diameter, and 15 diameters with two wall thicknesses for connecting rod bearings, again with agreed lengths for each diameter. Clutches and steering gears have also been dealt with

Substitute materials are receiving much attention both as regards the conservation of nickel plating in finishing and the conservation of nickel and molybdenum in alloy steels. Indeed, the work done on these problems goes beyond the scope originally planned, because the materials committee of the S.M.M.T., of which the managing directors of the Big Six companies are members, when faced with an urgent need to meet materials shortages, found the Big Six standardization committee a very useful body from which to seek help and advice.

It will be realized, therefore, that the work of the Big Six standardization committee is of very practical interest to those who finally purchase their products.

A standard for lever-operated dampers, both Armstrong and Girling, of the type which is incorporated in many contemporary wishbone i.f.s arrangements.





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#### NEWS and VIEWS

#### Tatra Designer Free

FROM Austria comes news that the former chief designer of the Tatra company in Czechosłovakia, Dr. Ledwinka, has been released by the Czechs after serving a six-year prison sentence. He has joined his son, who lives in Stevr, Ametria

#### Shell and Architecture

A COMPETITION for architects has been aponsored by Shell-Mex and B.P., with a first prize of £300, for designs of country, suburban and main road service stations. It was made clear at the inaugural ceremony that the company is not itself entering the retail field.

#### Wilhelm Haspel

THE death has occurred unexpectedly of Ing. Dr. L. C. Wilhelm Haspel, president of the Daimler-Benz company of Germany. He was certainly one of the foremost men in the world's motor industry, and rebuilt his organization from ruins in 1945 to the thriving concern, 32,000 men strong, that it is now

#### Germany Exceeds 1938

PRIVATE car registrations totalled 16,710 in Western Germany during October. This was an increase of roughly 20 per cent over the previous month. Registration of cars has now surpassed the 1938 figure, with a total of 714,458.

#### Danger First

AS is fairly widely known, the R.A.C. A 5 is tairly widely known, the R.A.C. investigate a wide variety of complaints from its members on general motoring matters. In 1951 successful action was taken in 80 per cent of cases in which the club had not already set to

Out of 329 "fresh" cases, 134 were concerned with dangerous road surfaces. Lack of signposting came next with 65



Turf Motors of Frizinghall, Ltd., have now produced this attractive, high-quality hardtop for the Morris Minor. (See accompanying paragraph.)

#### Another Hardtop

DETACHABLE hardtops for open cars have become increasingly popular for keeping out the rain and cold in Britain, and keeping out the intense sun-Britain, and keeping out the intense sun-shine which scorches motorists in some other countries. In The Autocar of November 23, 1951, the hardtop for the M.G. TD, made by Turf Motors of Frizinghall, Ltd., Frizinghall, Bradford, was illustrated and described. Now the

same firm has put another top into pro-duction for the Morris Minor. The frame is in ash, aluminium panelled, and lined on the inside with paneied, and ined on the inside with head cloth and on the outside with grained rubber cloth. There are a rain gutter and Triplex rear window. Close attention has been paid to excluding draughts, and the top is easy to remove. The price is £75 including purchase tax.

#### German Models Fail to Appear

THE announcement that Germany will not hold a motor show at Frankfurt-in 1952 does not indicate any relaxation in the tempo of expansion in the German automobile industry, which produced 23,593 cars in November, almost as many as the high total for October, 1951. There are reports, however, that some of the interesting new models which contributed to the rich variety of exhibits at

the 1951 Frankfurt Show will not go into production. There is no sign yet of the Hansa 1800, with streamlined unit conransa 1800, with streamlined unit con-struction saloon body, and there are rumours of work on a new six-cylinder engine of about 2.2 litres capacity. De-velopment of the 13-litre sports-racing car with twin overhead camshaft engine has been halted, apparently by lack of funds for the purpose.

The B.M.W. 501 saloon attracted much

favourable comment at the show for its ravourable comment at the show for its clean appearance, but it was clearly rather large for the pre-war 2-litre 60-b.h.p. engine, and a completely new power unit is said to be on test. Several different experimental cars have also been built. The Goliath saloon is now available with direct fuel injection for its two-cylinder two-stroke engine, giving reduced fuel consumption in return for the higher initial price, but there is no sign of pro-duction of the streamlined sports coupé exhibited at Frankfurt.

exhibited at Frankfurt.

Another interesting new model which has not yet reached production is the Hanomag Partner, with three-cylinder two-stroke engine, and there is now talk if experiments with a compression ignition engine, which would not be surprising in view of the success which has been gained by the pioneer Mercedes 170 diesel engine in Germany and other countries to which it has been exported.

to which it has been exported. It may be taken for granted that something is being done to modernize the Volkswagen, as its design is now entering its thirteenth year. The management at Wolfsburg admits that constant experiments are taking place. Several cars have been tested extensively with the semi-automatic Kreis gear box, recently



Typical of the simple, light European economy car is the Gutbrod, with twin-cylinder two-stroke engine driving the front wheels. The four-seater station wagon is a new model, an alternative to the two-seater coupe.

#### NEWS and VIEWS

adopted by Panhard in France, but it seems that the plan to include this gear box in the standard specification has been discarded again. Other reports speak of a new type with a smaller engine iff about 700 c.c.

There are also unconfirmed rumours of a new small Mercedes with an engine of about 1,100 c.c. Technically the Type 170 with petrol engine is now out-moded, as it carries a high tax in Germany, based on cubic capacity, in return for the power output of only 42 b.h.p. and a body carrying only four people, and a modern 1,100 with o.h.v. engine would be an attractive

alternative.

The little Gutbrod Superior, which has won a good reputation as a two-seator economy car with two-cylinder two-stroke engine of 600 c.c. driving the front wheels, is now offered with a station wagon body, panelled in steel and with room for four people. Stiffer coil springs are used in the independent rear suspension to cope with the extra load. Manufacture of Gutbrod cars may be shifted from Calw Wurttemberg) to Berlin. Another factory is being built in South Africa with the aid of Swiss capital. Direct injection by Bosch pump is an optional extra on the coupé.

#### A.C. Prices Up

ONCE again car price increases are swinging round the full circle. A.C. Cars, Ltd. have now raised their price list as follows:—

| Gld | New List | New Total | Saloon ..... 1.695 18 | 1.160 | 1.895 10 | 1.951 18 | 1.219 | 1.951 18 |

#### Driving Education

WOLVERHAMPTON'S chief constable is going ahead with which would appear to be a worth-while, practical safety scheme. All drivers who took out their first licences last year are being invited to attend lectures and films during 1952 on driving technique. The scheme has been undertaken in conjunction with

the town's accident prevention council.

Among the films which are expected to
be shown are one prepared by the police
driving schools and another reconstructing actual accidents which have happened
in the town.

Few people have ever considered that passing the driving test establishes the new driver as really capable, and this scheme may provide a very desirable further education.

#### Cars per Head

A CCORDING to the United Nations Economic Commission for Europe, Britain has more cars per head of the population than any other western European nation. During 1950 there was one car for every 21 inhabitants, compared with France with 28 people per car.

However, the increase in cars on the road in Britain in 1950 compared with pre-war was 17 per cent, which claimed only eighth place in the list. On a per capita basis, Yugoslavia was last on the list with one car to 2,267 people.

confinued

#### **November Production**

NEW cars produced in November numbered 41,157, a slightly lower figure than in October (41,933) and considerably lower than the comparable figure for 1950 (46,514). Of the month's total, 33,554 were for export (about 72 per cent) and the total was divided into the following categories. October figures are repeated for comparative purposes:—

Up to 1,600 c.c. 1,600-2,200 c.c. Over 2,200 c.c. November October 29 251 29 350 5 599 6 536 6 327 6 047

#### Stuart Tolkien

A FTER three years of critical illness. Mr. Stuart Tolkien, a director of Shaw and Kilburn, Ltd., died on January 7. He started his motoring activity in 1905 in Hanover Square, London, where his interest was in the introduction of the French Leon Dussek cars. Mr. Tolkien had a reputation for fair dealing and under his general managership the name of Shaw and Kilburn became widely known in connection with Vauxhall and Bedford products.

#### ALTERNATIVE METAL FINISHES

OWING to the ban on nickel plating for certain items there is a search for alternative finishes. One such alternative has already been used for certain interior fittings and would seem to have possibilities for exterior uses. This is the Niklit finish, which gives what has the appearance of a white nickel coating to brass and copper articles by simply immersing them in a hot chemical bath, and which has been developed by Metal Processes, Ltd., Kingsbury Road, Erdington, Birmingham, 4.

A feature of the process is that the dimensions of the article remain unaltered, as there is no deposition of metal on it as in electro plating. The finish is essentially a change of surface and an integral part of the metal. The hardness of the surface is also unchanged, but if a harder finish is required then a Niklit surface

may be chromium plated. Furthermore the process can be applied to iron and steel articles by first copper or brass plating them, and chromium plating may also then be carried out. The finish resulting from the process depends upon the condition of the article before immersion; if the article is polished the Niklit will appear polished, but if the article has a matt surface the Niklit surface will be matt also.

For brass there are other attractive finishes also carried out by simple immersion, giving steel-grey, black or multi-coloured mottled surfaces. On aluminium and aluminium alloys a variety of attractive colour finishes is given by five Blazal processes, and a special black finish for steel also makes a good base for paint calculer, as it prevents the formation of

#### The Right Direction in France

A FIVE-YEAR plan for the modernization of French highways has just been made possible by the Government decision to earmark a portion of the taxes on motor fuel for road construction. The plan, which took effect from January 1, is based on the creation of a special fund which will be made up of an annual Government grant, the amount of which has not yet been decided, and 20 per cent of the internal taxes on petrol and fuel oils

It is clearly indicated that this fund is intended for the betterment of national highways, and must not be used for repairs, maintenance and normal road construction. The funds will be handled by the Ministry of Public Works, Transport and Tourism, assisted by members of Parliament, representatives of finance and the home office and two representatives of road users.

In addition to this, there will be another fund for departmental, or second-class roads, which will be allotted one-fittent of the total motor fuel taxes. In this way practically the whole of the roads of France will eventually be modernized.

Details of the plan have not yet been announced, but it is certain that some motor roads will be included, notably the one from Paris to Lille and outlets from Paris to the south, the east and the northeast. Level crossings will be abolished as soon as possible. Progressively, villages on main highways will be by-passed. A movement in this direction has been made for several years, but up to the present it has been handicapped by lack of funds.

has been handicapped by lack of funds. Apart from this highway plan, measures are being considered to relieve the growing congestion in the city of Paris. One of these plans provides for the construction of several underground parks in such places-as the Place de l'Alma, the Chatelet, the Louvre, and also big parking places at the termin of the Underground on the rim of the city.

A still more ambitious plan is the construction of two underground motor roads, each about five miles long, one of them running in a north-south direction and the other east-west. The technical difficulties would not be insurmountable, although the roads would have to be deep enough to pass under all existing water, sewage. electricity, gas and air mains. The cost would be considerable, probably not less than £32,000,000, but this could be spread over a number of years, and it is not high compared with the £30,000,000 per annum paid in taxes at the present time by the motorists of Paris and the surrounding district.

Despite the "ring" following the line of the old fortifications, the immense number of fly-overs, the great extension of one-way traffic, parking time limits, and so on, Paris is reaching a state of congestion which can be cured only by drastic measures. Great Britain should take note.

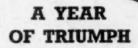
#### Coroner's Complaint

COMMENTING on a fatal accident in London, Dr. Hervy Wyatt, a coroner, said that he understood from the Ministry of Transport and the Home Office that there might be a change soon in the law relating to provisional driving licences for motor cyclists. He said that these road users did not now need an instructor and could go on renewing their provisional licences indefinitely.

FRAZER-NASH

and

**K·L·G** 



FRAZER-NASH IN 1951

(375 miles over open roads) Ist, general classification

675 miles over open roads)
1st. international
2-litre Sports Class
4th, General Classification
(194 starters)
1st non-Italian car

New class record

NILLE MIGLIA
(1,050 miles over open roads)
Ist non-Italian car
8th General Classification
(309 starters)
2nd, International
2-litre Sports Class

PRODUCTION CAR RACE,
SILVERSTOME
Ist., 2nd, 3rd, 4th
& 5th, Division I
Fastest Iap of the day
(88.13 m.p.h.)
Sports-car record for course

LE MANS 24-HOURS
Fastest laps, 2-litre Class,
by both Frazer-Nash entrants
Both Frazer-Nash
entrants finished
(1,962 miles, 1950 miles)

GRAND PRIX OF ENNA Sicily

(165 miles over open roads) 1st, General Classification Fastest lap of the race

BRITISH EMPIRE TROPHY, ISLE OF HAN ISL & 2nd Fastest laps Sports-car record for course

INTERNATIONAL SIX DAYS
ALPINE TRIAL

1st, 2-litre Class
Winner Coupe des Alpes
Equal fastest time,
final test

Ist, 2nd & 3rd, 2-litre Class 3rd, General Classification

SHELSLEY WALSH MILL CLIMB Fastest Production Sports-Car Sports-car record, 1.501 c.c. — 3,000 c.e. Class

BO'NESS WILL CLIMB Fastest time of day (including racing cars) Sports-car record

INTERNATIONAL CLASS 'E' RECORDS 120.13 m.p.h. for 200 miles (Fastest lap 123.92 m.p.h.)

Subject to official confirmation

The list of Frazer-Nash successes in 1951 is remarkable enough for its length and splendour, and even more remarkable because all this was achieved by privately owned, privately entered cars, often competing against redoubtable teams entered by continental manufacturers. But another fact is the most remarkable of all: not one single Frazer-Nash had to retire fram any of the gruelling races listed on this page.

FRAZER-HASH FIT K.L.G. ON EVERY CAR THEY MAKE

Theirs is a lead worth following

SMITHS

sparking plugs

The finest and fastest plugs on Earth!

CRECKEROOD WORKS, LONDON, N.W.

THE MOTOR ACCESSORS DIVISION OF S. SMITH & SONS (ENGLAND) LIMITED

#### MOTOR HOW YOU WILL...



#### Mr. Mercury will give you more miles per gallon!

You see some pretty queer jobs on the roads these days—whether they're old crocks or the latest creations. But, veterans or advance guards, they've got one thing in common. Their engines will be all the better for having National Benzole Mixture in the tank. 'National' is the tonic that every road vehicle is waiting for. It's been a long, long wait. Let's hope that the return of 'National' may be any moment now.

#### **NATIONAL BENZOLE MIXTURE**

National Benzole Company Limited, Wellington House, Buckingham Gate, London, S.W.1 (The distributing organisation owned and entirely controlled by the producers of British Benzole)



One of the Redex cups.

# THE LAST FEW DAYS

ZERO HOUR APPROACHES FOR MONTE CARLO RALLY



The Royal Scottish Automobile Club cup.

OR a certain small and select band of POR a certain small and select band of people in this country, the only thing to overshadow in importance during the last week or so the thrilling struggle against adversity of the Flying Betterbrise is their own forthcoming similar, though lesser, fight in the Monte Carlo Rally. The epic display of courage and grim determination put up by Captain Carlsen in his lonely and hazardous vigil aboard his sinking ship is of a calibre rarely equalled in history; but the elements of the same in history; but the elements of the same spirit will be called for from a considerable number of people during the great winter motoring event, and there is no lack of

motoring event, and there is no lack of willing volunteers for the ordeal.

No one among the ranks of enthusiast motorists, and, in fact, very few motorists in general, can be unaware of the basic nature of the Rally and the hazards involved. Competitors, driving ordinary everyday production cars, will leave six starting points, spread all over Western Europe, on Tuesday next, January 22, and set out on a 2,000-mile journey over the Continent in mid-winter, when and set out on a 2,000-mile journey over the Continent in mid-winter, when weather and road conditions may reason-ably be expected to be at their worst. Unfortunately, in the present-day state of strained relations existing between East and West, it is no longer possible to in-clude in the itineraries the eastern half of Europe, as in the pre-war days when, every year, a group of hardy enthusiasts set out from Athens to reach Monte Carlo within the scheduled time—and failed, as often as not.

#### The Basic Route

The basis of the itineraries may be regarded as the route followed by the competitors starting from Monte Carlo compensors starting from Monte Carlo itself, who strike northward over the Alps into Switzerland, and thence to Luxembourg, Belgium and Holiand, to return again via Belgium into France and travel south through Paris and Clermont Ferrand to the final difficult sections over the Alpes Maritimes back to Monte Carlo. Starters from all the other points of de-Starters from all the other points of de-parture join this circuit at different places, so arranged as to bring the overall length so arranged as to bring the overall length of each route to approximately the same figure. All through the rally the average speed of each car between controls must not be less than 50 k.p.h. (31 m.p.h.) or greater than 65 k.p.h. (41 m.p.h.); thus, even on the easy sections, it is not possible to get a great deal of time in hand.

Those fortunate mortals who succeed in arriving at the famous Riviera resort without having lost any marks en route

in arriving at the famous Riviera resort without having lost any marks en route (or the fifty with the fewest penalty marks, should there be fewer than that number of clean sheets) will, on the Sunday, have another test to undergo; that of averaging the same 50 k.p.h. speed round a 50-mile circuit made up of twisting mountain roads; there will be two fixed controls and also a secret control in this

distance, and an inaccuracy in time of even one second will cost a penalty mark, so that to be certain of success a car will so that to be certain of success a car will have to be exactly on time throughout— which is, practically speaking, an impossi-bility. Moreover, the cars will, by then, have already covered the road section of the rally, and many will be suffering from defects such as worn brakes; and no pre-liminary work may be done on them beforehand so restore them to good con-dition.

Latest news of the course is that ten days ago there were nine inches of anow on the Col de Fageole, between Clermont Ferrand and St. Flour, and extensive snow and ice on the official route from Le Puy and ice on the official foute from Le Puy to Valence, particularly in the region of Lamastre and St. Agrève; the final descent to Valence was particularly dangerous. The short cut from Le Puy via St. Julien was only just possible. Two cars were snowed in, it was still snowing and the read is generated to be closed by the control of th

Among the sections of the circuit for the regularity test which it is expected will be closed to traffic are the Mont des Mules, immediately after the start, the road up the Col de Braus to l'Escarène and the military road, D54. It is very unlikely that the descent from Castillon will be

closed, however, and this is probably the most dangerous section of all, with the added hazard that in the past few days it has been covered with ice. Icing conditions on the regularity circuit

are now even worse than when a member of this journal's staff tried it before Christmas and, to give the early starters a reasonable chance, the starting time of the test has been put back to 10 a.m.

It has been decided that cars may run without nave plates and wheel spats, but these must be carried on the car thereof.

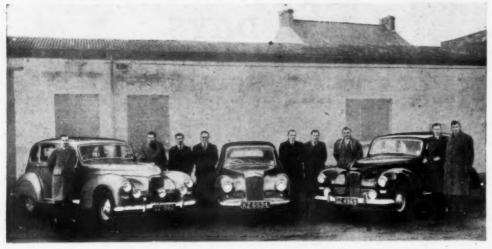
these must be carried on the car through-

out the rally.

The majority of British competitors The majority of British competitors start from Glasgow, the official point of departure in Great Britain. There, the Royal Scottish A.C. are responsible for the control and all the arrangements; farther south, the R.A.C. take over at Folkestone, where the cars and crews will be embarked on the Dinard for their cross-Channel trip to Boulogne. Incidentally, Clifton's Service Station, at Lee, on A20 out of London, will, as usual, be open to assist competitors in every way possible, as also will be two leading garages in Folkestone—Martin Walter, Ltd., Cheriton Road (on the direct route into the town), and the Folkestone Motor Co., Ltd., also in Cheriton Road. The



This picture of the anowy Col de Braus, which is included in the regularity test circuit, contrasts with that published in the issue of January 4, which showed it free from such hazards. The car is the Talbot which was driven by Miss Kitty Brunell (now Mrs. K. N. Hutchison) in the Monte Carlo Rally of 1929, when the road section included the Col de Braus.



For the first time, a team from Northern Ireland will be taking part in the rally, starting from Glasgow. The crews are (left to right) R. J. Adams, T. Gardiner, E. D. Maguire, B. McCaldin, G. W. Houston, C. S. Porter, C. W. Eyre-Maunsell, W. N. Jones, and C. C. Neill. The cars are two Humber Super Snipes and a Sunbeam-Talbot 90.

Shell firm is providing supplies of high-octane fuel for the use of competitors at these points.

Among the trophies to be won by the Among the trophies to be won by the Glasgow contingent are the cup for best performance by a starter from Scotland, presented by the Royal Scottish A.C., and the cup to be won by the highest placed British driver using Redex, presented by the Wayne V. Myers Co., Ltd.; incidentally, there are no fewer than twelve of these Redex cups, each presented by the representative commany or agent in all the representative company or agent in all the representative company of agent in all the various European countries. Then there is the Public Schools Trophy, for the highest-placed ex-public school en-trant, and the B.T.D.A. Challenge Trophy for the best performance by a member of the British Trials Drivem' Association. Apart from the Glasgow brigade, there are many British teams (and also many British ears with Continental crews) who

are many British teams (and also many British cars with Continental crews) who have elected to start from one of the remaining five starting places. From Lisbon, for instance, come both David and Goliath, the former represented by a Ford Anglia in the hands of racing drivers David Murray and Peter Collins, the latter by the 5½-litre straight-eight Daimler with T. H. Wisdom and Lord Selsdon sharing the driving. Between Setsoon snaring the driving. Between these, two extremes are several other British teams; then from Oslo come J. M. Tew's Humber Super Snipe and R. J. Morton's Vanguard, and from Munich W. T. Franklin's Austin A.90 and the Javelin handled by racing motor cyclist Bob Foster and G. Holdsworth.

Monte Carlo, as a starting point, is favoured by quite a number of British competitors; one advantage, of course, which it possesses over other points is that the crew can get a practice run, so to speak, over the last part of the route on the way down to the start, apart from on the way down to the start, apart from a preliminary look round the regularity test circuit. Among the British entries from here are the Ford Zephyrs of Oscar Moore and Ken Wharton, the Ford Con-sul of W. L. Innes, B. E. Bradnack's Mark VII Jaguar, H. Sutcliffe's Morris Minor, the Sunbeam-Talbots of W. A. McKenzie and Stirling Moss, and the Vauxhall Veloxes of P. G. Weeks, trials driver J. T. Spare, and Pat Stark, who has done well in the smaller British rallies.

Many cars have two nationalities represented in the crews but the palm for internationality—if there is such a word—must surely go to the Lancia Aurelia entry from Lisbon of Mev T. van Puyenbroek-Vroom. As her co-driver she has Mrs Arline Needham, who is American by birth and was well known in rallies before the war with her husband Charles. So here we have an Italian car, driven by a Dutch woman with an American woman resident in England as her co-driver, starting from Portugal in a French event!

#### BRITISH COMPETITORS IN THE RALLY

STARTING FROM GLASGOW.

A.G. 1,891; P. J. Zetter and B. C. H. Ward.

Aliard 4,375; Mrs. E. Aliard and Mrs. Wood.

S. H. Allard and G. Wardundor.

Alvis 1,595; R. B. Miller and P. D. Lans. Miss.

Wilson. M. Stanley-Turner and Lt. Condf. P. S.

Wilson.

Austin 1,209: G. McKerracher and T. H. Tanna. Ill. H. C. Roberts and A. T. Hall, D. Taylor and J. Tracey, C. Edge and B. Murphie. 2,669: H. C. lobson and G. D. C. Rose.

Bentley 4.257; R. W. Austin and P. Jukes.

Bristoi 1.071: J. W. E. Banks, P. G. Walton.

Ford 3,916; P. E. D. Kennedy and H. Newenham tigst 3,622; W. D. R. Lamb and J. Risk, J. Blumen of S. H. Thomas. Zaohyr 2,522; G. R. Holt and Abbuy. Anglis 1,172; J. G. Reece and P. B. ecc. Pratest 1,172; A. McCracker.

Miliman Minx 1,28; E. W. Quero and F. V. aldock, M. B. Anderson and R. M. Hastie, J. H. ermsley and P. Fotheringham-Parker, R. Waishaw and H. Crossley, P. C. E. Harper,

Mumber 2.267: H. Pilmore-Bedford and R. Marter. 4.686: R. J. Adams and E. D. McGuire. W. Eyre-Maunsell and W. Jones.

Joseft 1,436; Mrs. M. I., Vaushan and Mrs. L. Ashfield, P. E. Braid and G. G. Eastwick-Fie F. P. Grounds, R. Nelson-Harris, R. F. Ellison, Odeil and D. E. S. Ginn, R. V. Russell.

Lagenda 2.550; C. Vard and B. McArtney-Pilgate. Lanchester 1,968: C. Corbishley and C. R. Hard-

M.G. 1,258: R. E. Holt and B. Brown.

Morris Miner 918: L. D. G. Collen and R. Bird. Riley 1.486: Mrs. O. I. Johnson. 2.443: T. W. Darsus and R. F. Frazer. A. P. Warren and G. L. Carfe, R. O. Porter and G. Patrick, G. J. Fender and E. A. Tweney, E. N. Brinkman and M. Johnson. Singer 1.502: S. Blocklev and S. Broomfell.

Standard Vanguard 2.688: E. B. Wadsworth and Broadhead, P. R. Bolton and P. H. Morrell. J. Brondnead, F. H. Botton and F. H. Morrell.

Routbeart Blainet 2,187; E. S. Sneath and R. S.

Routbeart Blainet 2,187; E. S. Sneath and R. S.

O. N. Milton and D. S. Done, G. R. Barravill and

W. Chipperion, T. A. Anderson, J. Clees, B. McCaldin and G. Routson, C. B. Officy and W. E.

Caldin and G. Routson, C. B. Officy and W. E.

J. Stoddart, S. G. S. S.

Wannhall 2,78; C. F. Bartlett, J. Stoddart and

R. Burn, R. Harper and G. Yurnbull.

Volkswagen 1,131: D. C. Moore.
Weiseley 2,218: E. H. Channon and P. H. Channon.

STARTING FROM LISBON.

Austin 2,600: P. Davis and R. Davis. Daimier 5,460: T. H. Wisdom and Lord Selsdon. Ford Anglia 833: D. Murray and P. J. Collins. Ritey 2,442; H. G. Martin, Surbsam-Faibet 2,267; A. W. Lilley and Mrs. M. Lilley.

STARTING FROM OSLO. Humber 4,086: J. M. Te

Standard Vansuard 2.858; R. J. Morton.

STARTING FROM MUNICH.

Austin 2,668: W. T. Franklin and D. R. Burg Jowett Javelin 1,486: A. R. Poster and G. Holds-

STARTING FROM MONTE CARLO.

Austin 2,199; F. E. Davis. Sentley 4,598; W. M. Couper and F. O. Woosnam-

Mills.
Ford Zeglyr 2.262; O. Moore and G. Saunders,
E. Wharton and J. Langelsan. Cornel 1,582;
W. L. Innes and R. Thorpe.
Jaguar 3.465; B. E. Bradnack and R. E. Stokes.
Morris Miner 218; H. Sutcliffe and Mrs. P. E.
Suncliffe.

Riley 1,496; J. A. McLaughlin and I. H. Mc-

Sunbrem-Taibet 2,267: W. A. McKenzie, S. Moss and D. J. Scannell. 1,944: J. P. S. Slatter and L. Sherjey-Price. Vauxhall 2,275; P. G. Weeks, J. T. Spare and S. White, R. P. N. Stark and C. E. L. Powell.



#### No. 1452:

#### VAUXHALL WYVERN

HE current Vauxhall policy of offering one basic car with a choice of two engines provides the buyer with interesting alternatives. He can have a six-cylinder car capable of a sparkling performance on quite moderate fuel consumption, or a four-cylinder model giving flexibility and performance sufficient for the needs of very many motorists, combined with a fuel consumption which is unusually low in relation to the size of the car. The 24-litre six-cylinder Velox has already been road tested, and the 11-litre four-cylinder Wyvern has recently been tried over a considerable mileage.

The new Wyvern has much greater body space than its predecessor and can seat five, or even six people, instead of four as previously. The width of the front seat has been increased by over seven inches, there is more leg room at the rear, and the rear seat is about one foot wider than in the previous model. There is also much more space for luggage. This considerable increase in carrying capacity has been obtained with only a modest increase of some 150lb in the weight, but there is also an increase in frontal area to be taken into account. As the engine is unchanged and the gear ratios are practically the same, some drop in performance might be expected, but the acceleration from a standstill to 30 m.p.h. is virtually the same as before and the time to reach 50 m.p.h. has been reduced by nearly four seconds. There is some alight loss of acceleranas occi required by nearly four seconds. There is some aught loss of accelera-tion on the gears in the lower ranges, but the car gets going from 30 m.p.h. upwards in a way which suggests that the new body, though bigger, is smoother and creates less drag than the old one. This view is supported by the fact that there is a small gain in maximum speed on the new car, which showed a mean of 64 m.p.h. and will approach 70 m.p.h. with the aid of gradient or a following wind. These results are accompanied by a small increase in fuel On a car with this ratio of engine size to vehicle weight, the performance

# Autocar

The four-cylinder Wyvern dif-fers from the six-cylinder Velox in having the wheels and the rubbing strip on the front wing in the body colour, instead of pectively.

#### - DATA -

PRICE: (busic), with saloon body £475, British purchase tax £265 7s 9d. Total (in Great Britain), £740 7s 9d. Extras: Radio £32 16s 2d. including tax. Fog lamp serven spray, £6 17s 6d. Heaster £10 10s 0d.

ENGINE: Capacity: 1,442 c.c. (88 cu in) Number of cylinders: 4. Bore and stroke: 69.5 x 95 mm (2.74 x 3.74in). Valve gear: overhead by push-roth. Compression ratio: 6.4 to 1. B.H.P.: 25 at 3,200 r.p.m. (B.H.P. per ton (laden) 29.21. Torque 71 lb ft at 1,800 r.p.m. M.P.H. per 1,000 r.p.m. on top genr, 16.

WEIGHT (with 5 galls fuel), 301 cwt (2,324lb). Weight distribution (per cent) 51 F; 47 R. Laden as tested: 24 cwt (2,688lb). Lb. per c.c. (laden) 1.86.

TYRES: 5.60-15in.
Pressures (lb per sq in): 25 F; 25 R.

TANK CAPACITY: 11 Imp. gallons. Oil sump, 64 pints. Cooling system, 10 pints.

TURNING CIRCLE: 35ft 0in. (L. and R.). Surering wheel turns (lack to lock): 21.

DIMENSIONS: Wheelbase 8ft 7m.
Track: 4ft 5in (F); 4ft 6jin (R).
Length (overall): 14ft 4jin.
Height: 5ft 7jin.
Width: 5ft 7in.
Ground cleamone: 7in.
Frontal aren: 22.5 aq ft (appress.).

ELECTRICAL SYSTEM: 12-volt. 43-44 amp er, bettery, ad lights: Double dip, 42/36 watt.

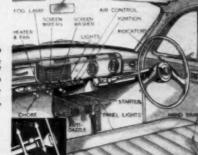
SUBPENSION: Front, call springs, wishbones; anti-roll bar. Resc, half-elliptics.

#### VAUNDALL WIVERS

#### - PERFORMANCE -

M.P.H		4.62	5 am 1	7.576 t	n 1 15.823 to
10-30	***			7.8	=
30-50		17.		-	-
		,	CP.I		1.6
			50	25	LI
SPEE	D8 rar	ON		ZARS: M.P.H. (normal	K.P.H.
		ON		M.P.H.	
Ge		ON		M.P.H. (normal	(normal

TRACTIVE EFFORT:
Pull (lb per ton) Equivalent Gradient
Top 145 1 in 15}
Second 240 1 in 94
BRAKES:
Efficiency Pedal Pressure (lb)
90 per cent 120 65 per cent 90
41 per cent 50
FUEL CONSUMPTION:
28.2 m.p.g. overall for 670 miles.
Approximate normal surge 28-32 m.n.g. British
Pool Fuel.
WEATHER: Domp surface, light wind. Air temperature 40 degrees F. Dry concrete for brake
tests: Acceleration figures are the means of several runs
in apposite directions.
Tractive effort and resistance obtained by Tapley
meter.
Model described in " The Autocar " of August 24,
1951.



SPEEDOMETER CORRECTION: M.P.H.

Car Speedometer: 10 True Speed: 10 30 40 29 40.5



The luggage locker provides an exceptional amount of useful space. The tool roll is in the box between the hinges and the jack is clipped to the rear wing valance. The spare wheel is carried beneath the floor and can be slid out below the bumper.

naturally depends very much on the driver. Used in a leisurely way, the car will pull smoothly from speeds as low as 12 m.p.h. on top gear, even with four people on board, and from 30 to 50 m.p.h. it is really quite brisk and overtakes other cars without undue delay. The leisurely driver will find, however, that fairly early gear changing is desirable on the steeper main road hills; a quick drop into second gear will enable them to be climbed at 30 to 35 m.p.h., but if the operation is delayed the speed falls off fairly quickly.

On the other hand, it is a car which responds generously to more sympathetic treatment. A driver who is prepared to think ahead in order to maintain his cruising speed can put up surprising averages and is greatly assisted by unusually good road-holding and steering qualities. He will find that the car cruises happily at 50-55 m.p.h., with a pleasing absence of engine or wind noise, and will hold 60 m.p.h. without the power unit becoming too obtrusive. In these conditions the Wyvern takes most main road hills in its stride, and on the crowded roads of Britain can hold its own with much more powerful cars. The flexible engine mounting is very effective and the power unit is both smooth and quiet. The fact that it has four cylinders and not six is apparent only below about 14 m.p.h. on top gear.

The Wyvern is a steady car with an exceptional resistance to pitching and rolling. The suspension gives a level, well-damped ride on main roads or rough byways and the problem of preventing transmission of road and mechanical noise through the unit structure has been well handled. The only exception to this was a slight vibration perceptible in the floor of the rear compartment, coupled with some transmission noise when the speed approached the maximum.

The steering is light, almost disconcertingly so on icy or slippery surfaces, but the car holds its course well and is free from vices. The designers seem to have struck a happy

By releasing the hinge pins at both sides, the bonnet can be removed completely in a few seconds. Visible in this view are the downdraught carburettor, screen spray, battery and on the scuttle, the fuse group and flexible drive to the screenwipers. For normal replenishments the bonnet can be lifted from either



FRONT TRACK 4' 5' WEELBASE 8' 7' REAR TRACK 4' 68'

balance between understeering and oversteering, and the car can be held into sharp corners with only the pressure of finger and thumb on the slim rim of the steering wheel. A quick flick of the wheel is enough to send it sweeping through the average roundabout, while manœuvring in traffic is made easy by the lightness of the steering and the very satisfactory lock.

M' AK

The brakes, which combine a Lockheed operating system with a special Vauxhall shoe linkage, are effective and even in operation at all speeds, and have a reassuring reserve of power for use in real emergencies. The action is not very progressive, and a fair initial depression of the pedal is necessary to produce any considerable result, but after that the brakes take effect quickly and by no means fiercely. The hand brake is operated by a robust pull-up lever at the side of the driving seat and-has a powerful action which inspires confidence when the car has to be parked on a gradient. The ratchet is really positive in action, and there is a guard over the button to prevent its being released accidentally.

A bias spring directs the steering column gear lever towards the top and second gear positions and the whole mechanism acts with satisfying precision. Normal changes between second and top are rendered extremely easy by the baulk ring synchromesh, and really quick full throttle changes can be made on occasions when the maximum acceleration is required. The clutch action is light and smooth.

The Wyvern is an easy car to enter and all the seat cushions are well proportioned to give comfortable support over long distances. The upholstery is in a plastic material which is both durable and easy to clean. The driving position is unusually good and drivers of varying stature are well catered for by a very smooth sliding adjustment for the bench front seat. The screen pillars are fairly thick, but the wide curved screen brings them back to a point where the obstruction is not often of great importance in ordinary driving. The bonnet is too high to allow a view of the left-hand front wing, and the driving mirror, although admirably placed, is too small to take full advantage of the large range of vision afforded through an exceptionally wide rear window. In the rear seats the head room is not quite as great as the size of the car leads one to expect, particularly when one is leaning well back.

The screenwipers on Vauxhalls always earn good marks, as they are positively driven from the engine camshaft, a method which ensures adequate power and silent operation. On the Wyvern, the blade pivots are placed wide apart, so that the most important areas of the screen are adequately cleared. Clear vision on muddy roads is greatly assisted by the use of the screen spray which is an optional extra. The head lamps are of the double-dip variety and give a good main beam which is fully adequate for the performance



A massive grille conceals the radiator and the air intake for the ventilation system. The fog lamp is an approved extra.



A distinctive rear wing line identifies the Vauxhall from astern. Other features are the press buttons for the door locks, the flush-fitting petrol filler, mounted high, and the large rear window.

of the car. The single horn, however, gives a rather feeble note.

In its external appearance and in the way it is put together, the car owes much to United States methods, as might be expected in a vehicle coming from a company forming part of the General Motors group. The upholstery is simply finished and there are no arm-rests at front or rear. The instrument panel is extensively decorated with chromium and plastics and should therefore appeal in markets where American influence is strong. Credit is due for the clear marking of all switches and controls and the positive manner in which they function. The heater and de-mister, fog lamp, screen washer and radio are all optional extras, but the controls are incorporated in the standard layout whether they are fitted or not. On the car tested all these items were present and proved their value.

The heaters fitted on Vauxhall cars have for some years been among the best available and the standard is well maintained by the installation in the Wyvern. Warm air begins to arrive in about one mile after a cold start and thereafter the output rapidly increases. According to the position of the controls, the system gives a choice of three types of ventilation. With the heater circuit closed there is a cold air supply to the interior and to the de-mister, from the intake at the front of the car. With the heater circuit open and the air duct closed, the car interior can be warmed quickly by recirculating air. Finally, with the air ducts and heater circuits open, the car is ventilated by warm fresh air, with a supply of cooler air to the de-mister.

There are drawer-type switches for the side, head and fog lamps with an inter-lock to prevent the head lamps being switched on before the side lamps and to prevent the side lamps being switched out before the head lamps. There is a rheostat switch for the facia illumination. Instruments comprise a speedometer with total mileage

recorder and a high beam indicator for the head lamps, together with a second dial incorporating fuel gauge, engine thermometer, and indicator lamps for dynamo charge and oil pressure. The speedometer proved almost accurate.

There is a good interior lamp in the roof with its own switch. There are two ashtrays on the instrument panel and one set in the back of the front seat. The floor coverings comprise a moulded rubber mat under the driver's feet and rubber-backed carpets for the remainder of the space. The only point of criticism in this respect is the moulded felt covering over the gear box, which seems to be easily soiled. The door trim, on the other hand, is of a plastic material which, like the upholstery, seems to be resistant to staining and easy to clean.

space. The only point of criticism in this respect is the moulded felt covering over the gear box, which seems to be easily soiled. The door trim, on the other hand, is of a plastic material which, like the upholstery, seems to be resistant to staining and easy to clean.

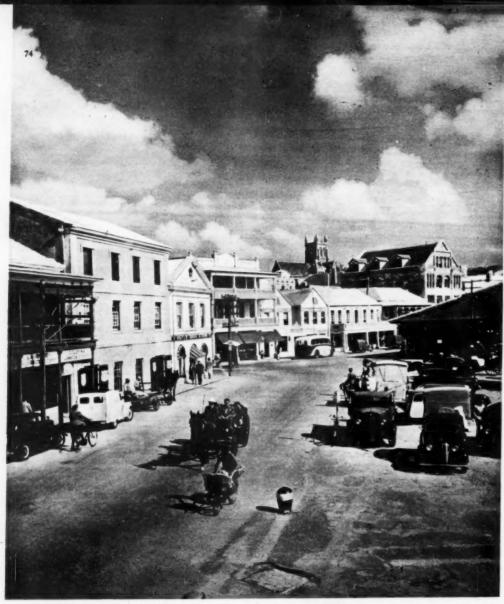
Routine replenishments are assisted by a bonnet which opens from either side or can be lifted off completely in a few seconds by releasing the hinge pins on both sides. Oil filler, plugs, carburettor, starter and dynamo are easily accessible, but the duct and heat exchanger for the ventilation system obstruct access to the distributor and fuel pump. For use in undeveloped territories, some additional protection from mud seems desirable, as there is a tendency for this to splash up through the joint between the bonnet and the wing and to run along the top.

Engine starting was instantaneous even after the car had stood in the open on a trosty night.

The Wyvern strikes one as a sturdy, simple car which achieves a good balance of desirable qualities; it should meet the needs of many owners in Britain and overseas who require a large carrying capacity with low running costs. It is comfortable, safe and easy to drive.



The big doors are held open by positive checks. Controls for the optional radio are alongside the instrument dials; minor controls and switches are conveniently grouped below. On the corner of the rear seat is the pless button to release the locker lid.



Lined with stores and shops and running parallel with the waterfront, Front Street, Hamilton, is Bermuda's main street. Normally peaceful, it buzzes with activity when a liner docks.

## BERMUDA TODAY

Is No Longer Carless

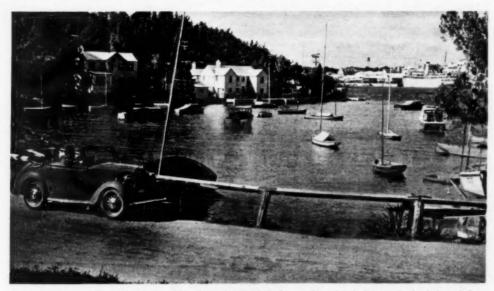
LineD up outside the Castle Harbour Hotel were a couple of bicycles, a Hillman Minx—and "the surrey with a fringe on top," that graceful little contraption we heard about (and possibly saw) in "Oklahoma." Perhaps I had better explain that the Castle Harbour Hotel is in Bermuda, the magic, colourful island group in mid-Atlantic, which has allowed motor traffic only since 1946. I was recently there and was able to have a look at the motoring scene after five years.

It is a queer experience to see parked among the shining new Austins, Morris and Fords, several quaint old horse-carriages like the one Dai and Arthur Martin, a pair of coloured brothers, have been driving in old St. George, the former capital, for the last fifty years. But one finds that





The clip-clop of the hooves, the gentle progress, the airy open coachwork . . . no motorist can ride in a little horse carriage without some regrets for science. The Hillman Minx coupé feels this, too, and makes a striking gesture to tradition—and climate —with a fringed surrey top.



A Standard Eight, small enough to come within the legal limits, halts by a yacht pool to look across to the docks and the S.S. "George Washington."

the old world and the new mingle continually in Bermuda.

Opinion has always been fairly evenly divided about the introduction of car traffic. Before the war a movement to allow it was defeated in the Legislature by one vote only, and this victory for the opposition was attributed to the propagandist activities of Ronnie Williams, editor of The Bermudian, who invited world-famous authors who knew and loved the islands to write letters of protest against the proposal. Those letters from Rudyard Kipling, Hugh Walpole, Sinclair Lewis and others carried some weight and it was consequently not until 1946 that the Motor Act became law. Even so, the motorist in Bermuda today finds himself beset by a great range of restraints.

First of all your car must not exceed the standard measure-

ments of 64 by 162 inches. Cars of more than 10 h.p. are not allowed, and the road tax is set at the prohibitive figure of £2 10s per h.p. per annum. Speed is limited to 15 m.p.h. in Hamilton and St. George, and 20 m.p.h. elsewhere. If you exceed these limits you are liable to forfeit your licence for six months.

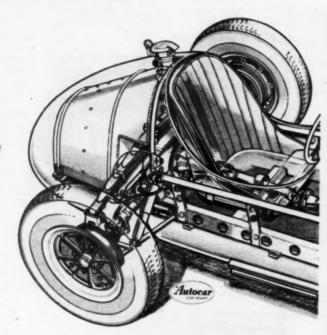
Cars may be driven only by residents or visitors who have been in Bermuda at least thirty days. If you sell your car before you have had it five years, you are not allowed to buy another for twelve months unless you have shipped the old car out of the colony. Used cars may not be imported into the islands.

The islands now have over 2,000 cars and 400 taxis.

S. HEPPNER.

### Formula 2 Cooper

SURBITON FIRM PRODUCES A 2-LITRE RACING CAR FOR 1952



THE enthusiastic Coopers of Surbiton, father and son, have now extended their range of racing car designs still further by the development of a genuine single-seater 2-litre, for use in formula 2 events. This is of especial importance, in view of the increased interest which is being shown this year in this formula, and because the future Grand Fris formula (which does not, of course, come into force until the beginning of 1954) will, no doubt, attract many cars which will, so to speak, grow up out of formula 2 designs.

The basis of the new car is a chassis

The basis of the new car is a chassis frame of the same type as that of the 1951 Cooper 500; that is, the side members are box-section, with cross-members of similar design, and above each longitudinal member runs a steel tube, braced vertically by fianged plates stiffened by swaged holes. Tubular hoops are incorporated to act as body mounting; naturally the size and gauge of many of these members is greater than that employed in the smaller versions. At both front and rear there are fabricated boxes, carrying the transverse leaf springs on their upper faces; that at the rear also incorporates the final drive housing.

The suspension at both front and rear follows normal Cooper practice, with tubular lower wishbones and telescopic dampers.

In this chassis is mounted the 2-litre Bristol engine and gear box unit, in the conventional position in front of the driver and not at the rear as in the 500. In the prototype car the transmission line runs very slightly upward towards the rear; it is, however, later proposed to lower the propeller-abaft and to utilize a different final drive unit of the type incorporating a pair of spur gears at the rear, enabling quick changes of ratio to be effected. The present unit uses a straight-cut crown wheel and pinion giving a ratio of 3.4 to 1; this, together with the normal type of differential, is of E.N.V. manufacture.

#### Deflected Column

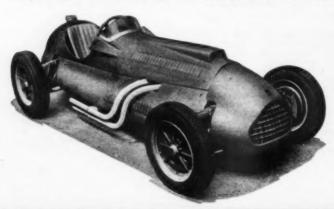
Steering is by rack and pinion, the centrally mounted steering column being deflected to one side of the cylinder block by the use of a pair of Mollart universal joints; 1½ turns of the wheel take the steering from lock to lock. All the transmission universals are of the

Hardy-Spicer needle roller pattern. The central gear lever is cranked to one side to permit the driver to reach it with ease with his right hand.

From the final drive unit the drive is taken through short shafts out to each rear wheel, which is mounted on a fabricated hub carrier, again in line with previous Cooper practice. The brakes of the formula 2 car are Lockheed two-leading-ahoe hydraulic, 10in diameter by 1½n wide, working in cast magnesium-alloy integral wheels and brake drums; these have Wellworthy centrifugally cast liners. The rim size is 15in, and the Dunlop Racing tyres are of 5.50in section at the rear and 5.00in section at the front. Independent brake master cylinders are used for front and rear circuits.

Fuel is carried in three separate lightalloy tanks, one mounted in the tail and one on each side of the chassis. The tail tank has a capacity of 14 gallons, while each side tank holds 7 gallons, making a total fuel capacity of the useful figure of 28 gallons. The fuel feed is by mechanical pump, driven from the engine inlet camshaft. Oil and water radiators form a single unit in the nose of the car, which is fitted with a good-looking single-seater aluminium-panelled body; the grille is of the "egg-box" aluminium section type first popularized by Ferrari. The engine is statted to give 122 b.p.p.

The engine is stated to give 122 b.h.p. in its present form, running on 80-octane fuel; greater outputs can be obtained by the use of petrol-benzole-methanol mixtures, but at first John Cooper proposes to use the former fuel in the interests of the lower consumption obtained thereby.



Compact and graceful, the new 2-litre Cooper shows to advantage the new design of its radiator grille.

The sectioned drawing of the 2-litre Cooper shows the compact installation of the Bristol power unit. Many of the familiar features of 500 c.c. Cooper design are retained. V.R.BERRIS Certainly, as the dry weight of the car is only just over 9 cwt, the performance should be electric; and with such a light car the effect on handling of the full possible load of fuel might introduce further problems.

For this season the 500 c.c. Cooper has

For this season the 500 c.c. Cooper has been considerably modified by the intro-duction of a new, all-tubular, chassis frame. This consists of two parallel steel tubes on each side, sweeping in slightly at front and rear, and vertically braced in the same manner as the side members of the 2-litre car. Tubular cross-members are used; at the front a modified version of the fabricated box structure carging the superspectate and continuous continuous carging the superspectate and carging th structure carries the transverse leaf spring, the rack and pinion steering assembly, and so on, while at the back a fabricated channel section bridge, together with tubular bracing members, carries a new magnesium-alloy cast housing for the final drive sprocket. This housing also forms the mounting for the mechanical fuel pump, and, being much narrower than the welded box previously used, permits longer driving shafts to be fitted, with the consequent advantage of less angular movement on the universal joints. It does not, however, provide sufficient room for the use of a ZF differential (no differential is normally employed in the 500 c.c. car), but few drivers find this

Magnesium alloy is also used for the final drive sprocket, the rear hub carriers, the brake back plates, and, of course, the integral wheels and brake drums. The rates of the transverse leaf springs are lower than hitherto, giving a softer sus-pension; telescopic dampers are again used. The remainder of the car follows previous Cooper practice; an ingenious detail is the use of one of the upper tubular cross-members as the reservoir for the chain oiling system. The dry weight of

the complete car with twin-o.h.c. Norton engine is stated to be 560lb, which is some 50lb lighter than the 1951 version. A photograph of the new 500 in chassis form appears on p. 88.



Rather reminiscent of a racing Simca-Gordini, the rear view presents a mini-mum area even when the cockpit is

#### 2-LITRE SPECIFICATION

z-LITRE SPECIFICATION
Engine: Bristol, 6-cyl, 66 × 96mm, 1,971
c.c. Push-rod-operated inclined o.hv.
Compression ratio 8.5 to 1; 122 b.h.p. at
5,500 r.p.m. on 80-octane fuel. Three Solez
carburettors, Lucas coil ignition.
Transmission: Bristol close-ratio fourspeed gear box, E.N.V. final drive unit.
Overall gear ratios (prototype): 3.4, 4.5, 6.3,
and 10 to 1.
Suspension: Independent of the control of the c

Suspension: Independent all round by transverse leaf springs and wishbones. Tele-scopic dampers. Rack and pinion steering. 1‡ turns lock to lock. Brakes: Lockheed 2LS hydraulic front and

rear, 10in x 11in; integral cast magnesium-alloy wheels and brake drums with Wellworthy liners.

Tyres: Dunlop Racing; 5.00-15in front, 5.50-15in rear.

Fael System: Total capacity 28 gallons, contained in three tanks; feed by engine-driven AC mechanical pump.

Main Dimensions: Wheelbase 7ft 6in, track 4ft 2½in. Dry weight 9cwt 3qr 12lb.



With a corner well chipped by vehicles squeezing by, a good coat of tar to protect it from the seas which wash over it and an underground stream undermining it, the "Cod and Lobster" at Staithes has a justifiably grim as

DESPITE the much-publicized charms of Devon and Cornwall, it must not be thought that there are no comparable cliffs and fishing villages in the north of England. On the contrary, Boulby Cliff, towering 666ft above the sea, is the second highest in England, and Runswick and Robin Hood's Bay can rarely be excelled for pictorial charm elsewhere in England. Scarborough, the queen of watering places, exceeds the highest expectations, and Whitby, farther to the north, is truly the haunt of the artist.

Not having visited the coast of my native county for many years I decided to revisit the whole of the North Riding coast, seeking out and photographing the more interesting features and exploring the fascinating byways with which this region abounds.

I began my journey at Middlesbrough, and this great engineering centre, with its iron and steel works, generally holds me like a magnet until I can tear myself away from its two bridges across the Tees. As Middlesbrough can take credit for the Sydney harbour bridge and the new Lambeth bridge, it is not surprising that something rather special should be reserved for its own beloved Tees. I therefore advise you to cross the Newport bridge and

return by the transporter bridge. The first is the sort of fantastic creation one would love to copy with Meccano. Here a great chunk of the road bridge, 270ft long and 66ft wide, rises 100ft in three-quarters of a minute. The entire section rises vertically like a lift and the 6,000 ton of girders, machinery and towers required to perform this operation make this bridge the biggest of its kind in existence. When you can tear younself away from this stupendous structure, drive round to Haverton Hill and Port Clarence, in Durham, and then embark on the transporter bridge, which will take you across the mouth of the Tees back to Middlesbrough. I have crossed rivers by bridges, by ferries, and even by driving through them, but this time I took to the air, being slung across in a cage suspended by wires from an overhead railway. This bridge is 850ft long and rises to a height of 225ft. The cage (or transporter car, as it is called) will hold several cars and quite a crowd of people. To cross this bridge is one of the cheapest forms of enternamment, though I doubt if you would be encouraged to do it all day!

The nearest coastal resort is Redcar, situated on the flat northern tip of the coast, but the cliff scenery starts at Saltburn, 13 miles east of Middlesbrough. Saltburn is perched high above the cliffs with the mouth of the Skelton Beck at the bottom, reached by a main road corkscrew hill sufficiently steep to offer hope of more exciting roads to come. The Ship Inn on the beach is the last picturesque build-

The Ship Inn on the beach is the last picturesque building to be seen for quite a time, for there is little of beauty about Brotton and the iron and steel works of Skinningrove. Nevertheless, it is here we turn off from the main road and head towards the steel works, subsequently deacending to the village and following a narrow road leading to the beach. At this point it seems futile to go on as

### THE YORKSHIRE

A TRANSPORTER BRIDGE : THE OLD



Robin Hood's Bay-a study in stonework.



Runswick Bay: In Yorkshire the fishing boats, in aspect and construction, are one of the many echoes of the northern invaders of long ago.



Middlesbrough's notable transporter bridge, with a load of people and cars travelling across.

### COAST by G. Douglas Bolton

HARBOURS : A STREET IN STEPS

the road appears to expire on the sands, but when you get there a hairpin bend leads to the start of a tarred lane which promptly soars in serpentine curves up the forbidding slopes of Boulby Cliff. My Austin Sixteen made a nice, clean ascent on second gear, but then I knew about the hill and got moving in good time. Pause when you can and look back to the forbidding view dominated by hencotes, steel works and grim cliffs. The narrow lane, barely car width, climbs steadily to a little place called Upton, beyond where the road attains its highest point (682ft). You can then walk across the fields to the highest point of Boulby Cliff, where, if you step over the edge, there is nothing but space for 666ft with sea and rocks at the bottom. At the time of my exploration I was unaware that this cliff has the engaging habit of depositing many tons of rock and earth without warning even where the brink does not overhang. I did notice, however, that the path at the extreme edge was cracked and fissured, suggesting it might vanish at any minute. Although it was a mild, sunny day, haze prevented much view. The sea was so far beneath that only the faintest murmur reached my ears. I photographed the crumbling cliffs, evidence of continual sea erosion on this coast, and beat a hasty retreat to the car.

#### **Embattled Pub**

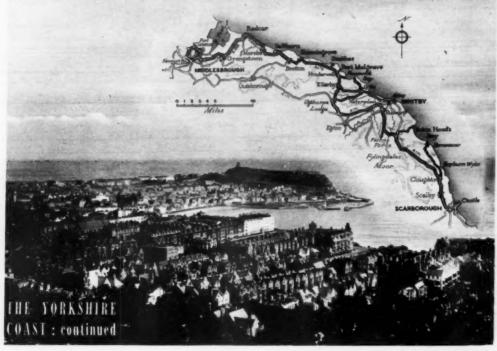
The lane descended steeply to join the main road leading towards Staithes. There is a good road to the top of the village followed by a steep descent and a narrow street winding round to a car park along the sea-front. This most beguiling of fishing villages is hemmed in by cliffs with houses huddled almost on top of each other. The village is split by the Roxby Beck, with cliffs on either hand. On

the sea-front is the Cod and Lobster Inn, which you will have noticed on your way to the car park, the village street being so narrow at this point that parts of the Cod and Lobster must adorn many a mudguard. This redoubtable inn presents a sombre aspect owing to a coating of tar used as a protection from the sea, which washes right over the top in heavy weather and creeps up the main street. To add to the confusion an underground stream floods from beneath, and the poor inn constantly maintains a gallant fight against the worst that nature can do. This must be pretty bad, as my informant stated that the inn had been washed away twice.

The main road keeps a mile or two inland for most of the distance between Saltburn and Scarborough, hence the coastal villages and hamlets all require a road to themselves. All this coming and going eats up a lot of time, and by the time I had driven out to the strange little hamlet of Port Mulgrave and returned to Hinderwell it was time to put up for the night. I had reserved accommodation at Ugthorpe Lodge, occupying a position high up on the moors of the Cleveland Hills not far from the Guisborough to Whitby main road. Nevertheless, this is a somewhat lonely, windswept, farmhouse type of hotel which definitely has "atmosphere"; the food is good and you will receive a cheerful welcome.

Next morning I was off early, hoping a leaden sky would give way to a sunny day. I halted by an ancient windmill nodding in its dotage by the wayside and listened to the radio, but the weather was still uncompromising. I dipped down to the village of Ugthorpe and continued beyond until halted by a signpost pointing up a river towards Mulgrave. I splashed across, parked the car on the far side, and then paddled about photographing this motorable river, the first I have seen. Although navigable only when not in flood this is an admirable spot for car-cleaning purposes in summer. High banks give access to the car roof and water is laid on!

I pottered round to Runswick, a delightful resort with colourful cottages sprawled up the cliff-side like a Yorkshire Clovelly. A rough unmetalled road descends precipitously to the village, but it is better, much better, to park your car at the top. My visit was on a Sunday and the place was a tangled mass of cars unable to pass each other in the streets,



Scarborough spread out below Oliver's Mount.

here little wider than paths. This sort of thing is apt to give motorists a bad name and it is much more pleasant to walk down on foot. The drivers of several cars I saw will probably agree, on looking back to their damaged paintwork and bent mudguards! Apart from a rash of wiring and electricity cables, which are a blot on the landscape, there are lovely corners of Runswick Bay with flower-festooned cottages and rich, red pantiles.

The bleak cliffs of Kettle Ness were not worth my long

The bleak cliffs of Kettle Ness were not worth my long detour on a dull day, and somewhat discouraged I rejoined the main road at Lythe, descended the one in five Lythe Bank and drove slowly through Sandsend, where the road is built up over the beach, affording delightful prospects towards Whitby. Unfortunately you are forbidden to park on the road and it will cost you Is to park off the road; hence most motorists carry on to Whitby.

#### **But No Pathans**

The mouth of the Esk forms a good harbour for Whitby and separates the old and the new towns, or Eastcliff and Westcliff as they are called. The road descends to the harbour by the Khyber Pass, a short hill with a convenient car park half-way down and a glorious view of most of Whitby from the top. It is worth using this car park and exploring the streets of Eastcliff on foot. I spent the afternoon wandering round the quaint old alleys and wharves and in climbing the 199 steps to the venerable church of St. Mary's near the fine old ruins of Whitby Abbey.

Next day I by-passed Whitby by following the Ruswarp

Next day I by-passed Whitby by following the Ruswarp road and continued up the long climb to Red Gate where a very rough track descends to Falling Force. The ruts and bumps made me wish I had gone down on foot, though the lofty waterfall in its wooded setting made a pleasing scene.

Careful map-work brought me to Robin Hood's Bay, another village built up the face of steep cliffs with quite modern town at the top. The main street is so steep that the pavement is in the form of a continuous staircase, and a warning notice often fails to discourage cars from making the descent. The gradient must be at least one in three and a half and it is worth watching cars making the climb. I

might add that I have watched a lorry both descend and climb this hill, so it is quite feasible!

An endless maze of paths and alleyways creeps around and about the houses, many of which are built on top of each other; and if you keep on moving it is impossible to get lost, although you may emerge at a higher or lower level than your starting point. The village is a jumble of old cottages, boats in the street, fishing nets, crab-pots, Ye Olde Shoppes, inns and cafés, flights of steps and arches, narrow alleys, and tiny gardens adding a splash of colour to the

Another long detour brought me to Ravenscar and the Raven Hall Hotel which has battlements on the cliff edge. Here you can peer down at the sea hundreds of feet below and you can do so in perfect security, a great boon in this

land of crumbling cliffs.

Another trip on another day involved a visit to the delightfully secluded Hayburn Wyke Hotel, where I enjoyed a meal of genuine excellence. Thus fortified I walked through the dense woods (owned by the hotel) leading down to the shore, a delectable spot. The hotel gardens are attractive in which to while away an hour or two, but I felt the call of Scarborough, my favourite holiday resort, and I was soon wandering around the fragrant paths of the Holbeck Gardens, followed by a visit to the magnificent Spa. Few holiday resorts can boast that they have everything, but Scarborough is an exception. The Spa is the social rendezvous and overlooks the splendour of the south bay dominated by Castle Hill. A profusion of flower-scented gardens covers the face of the cliffs and there are many shaded nooks and secluded walks. You can wander for miles if you feel like it. The modern town stretches a mile inland and the shops are famous. The Marine Drive winds round the base of the Castle Hill and leads to the north bay, admirably suitable for children. Here are good sands, an open-air theatre, a most intriguing miniature railway and Peasholme Park. Most of Scarborough can be seen from the neighbouring Oliver's Mount, but if you climb the Castle Hill both bays are at your feet and you can descend to the harbour along steep streets awakening echoes of medieval Scarborough.

BY APPOINTMENT MOTOR BODY BUILDERS TO H.M. THE KING



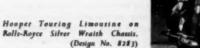
HOOPER AND COMPANY (COACHBUILDERS) LIMITED



Hooper "Empress" Saloen on Daimler Special 2½-litre Chassis. (Design No. 8237)



Hooper Two-door Sports Saloon on Bentley Mark VI Chassis. (Design No. 8282)



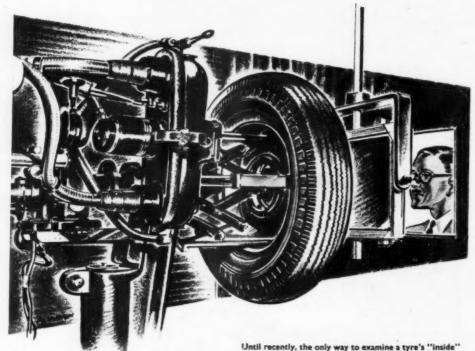


# HOOPER Uncommonly fine coachwork

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OFFICENCY AND RETAILERS OF LANCHESTER CARS



THE INSIDE STORY

was to tear it apart. This was destructive and not always reliable. Dunlop research workers have therefore harnessed ultrasonic waves and X-rays into the service of the tyre examiner. These show him quickly and accurately what his own eyes cannot see, the inside structure of a tyre. X-ray examination now means as much to the tyre-scientist as it does to the surgeon. The method used at Fort Dunlop provides a clear and detailed picture of the structure without any need to damage the tyre. Studying these pictures is a valuable addition to normal inspection. Where a permanent record is needed, or for research, the picture is photographed. For direct inspection it can be thrown on a fluorescent screen, as shown above. X-ray viewing, another advance made possible by the Dunlop Research Centre's work, is typical of many tests introduced by Dunlop to secure and safeguard the high quality of your tyres.

DUNLOP RESEARCH

Market 100 00 00

helps to give the world the Master Tyre

114/174

### Studebaker Introduce Hardtops

NEW BODY STYLES AND REVISED FRONTAL APPEARANCE FOR 1952

INTRODUCTION of the 1952 Studebakers practically completes the conquest of the American industry by that oddly named body the "hard-top convertible," which is really a pillar-less two-door saloon with a lot of window area. Studebaker's version is the Starliner, available in both Champion and Commander ranges. These cars have similar chassis, with a wheelbase of 9f 7in, but the Champion is powered by a side-valve six-cylinder engine of 2,779 c.c. delivering 85 b.h.p. at 4,000 r.p.m., while the Commander has the overhead-valve V-eight engine introduced last year. With a swept volume of 3,812 c.c., this engine develops 120 b.h.p. at 4,000 r.p.m.

eight engine introduced last year. With a swept volume of 3,812 c.c., this engine develops 120 b.h.p. at 4,000 r.p.m. Starliner models are available in eleven different two-tone colour combinations, and there is a choice of two different styles of nylon upholstery, or two kinds of leather at extra cost.

The previous Studebaker models are continued with certain styling modifications for 1952. These affect not only the Champion and Commander, but also the larger Land Cruiser, which has the V-eight engine in a chassis with a wheelbase of 9ft 11in. Most important alteration is the redesigned front end. For two years now, Studebaker have taken an individual line, with a nose designed round a large chromium spinner motif, but no American manufacturer now seems to be willing to remain for very long outside the main stream of styling evolution, and for the current year Studebaker comes back with a low, wide intake in a frame which sweeps round the corner of

the front wings, in the manner which is now practically a standard feature of American appearance.

American appearance.

Head lamp shrouds extend to enclose new parking lamps of increased size, and bonnet ornaments are new. Tail lamps are enclosed in shrouds coloured to match the body panelling; this increases the apparent length of the rear wing and caters for the current taste, which demands that the car shall look as long as possible. Minor changes include new locker lid handles and redesigned stainless steel gravel pads on the rear wings of the more expensive models.

demands that the car shall look as long as possible. Minor changes include new locker lid handles and redesigned stainless steel gravel pads on the rear wings of the more expensive models.

The actual convertible bodies, as opposed to the hardtops, have larger rear windows and the tops are covered in Orlon, a new fabric made of acrylic fibre, which is said to be resistant to shrinkage and weathering and easy to clean.

and weathering and easy to clean.

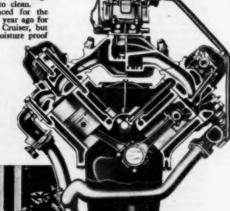
No changes are announced for the
V-eight engine introduced a year ago for
the Commander and Land Cruiser, but
ignition systems are now moisture proof

The o.h.v. V-eight engine which powers the Commander and Land Cruiser. The valves are in line in wedge-shaped combustion chambers and the inlet manifold is heated by exhaust gas, which flows up through passages between the cylinders.

and dynamo output has been increased on both Champion and Commander. The latter also has a new starter in which the pinion is positively engaged until the engine is fully operating. Purchasers still have a choice of three transmissions on all models, a synchromesh three-speed gear box, plus overdrive, or an automatic transmission consisting of a torque converter plus two-speed planetary gear set and a clutch to lock the converter for main-road cruising.

main-road cruising.

Brakes now have floating rear shoe anchorages and linings with improved resistance to fade.



The 1952 Studebaker Champion de luxe two-door saloon, showing the new front-end styling, with low air intake in a grille which is wrapped round the wings. Bumpers, head lamp shrouds and bonnet emblems are also revised.



The Chrysler New Yorker Newport, a version of the popular hardtop style for 1952. This model has the 180 h.p. V-eight engine, and power steering is optional. External changes are confined to wheel covers and tail lamps.

### Chrysler and Plymouth for 1952

#### REARMAMENT PREVENTS EXTENSIVE CHANGES

EMANDS of the rearmament programe have prevented most Ameri-can manufacturers from undertaking extensive new tooling programmes for their 1952 models and the latest cars announced by Chrysler and Plymouth show few changes since 1951. Last year's important innovations, the 180 b.h.p. o.h.v. V-eight engine, the Hydraguide power steering and the torque converter transmission, form the main Chrysler sales points for 1952. There has been a reduction in body styles but the customer still has eighteen body versions to choose from, including saloons, coupés, hardrops and station wagons in a choice of thirteen solid colours and six two-tone colour combinations.

All Chrysler models, except the Wind-sor, have the o.h.v. V-eight engine with hemispherical combustion chambers. The side-valve six-cylinder engine used on the Windsor and Windsor de luxe has been improved for the current year by an in-crease in the stroke, raising it from 114.3 mm to 120.6 mm, producing a swept volume of 4,334 c.c. With a compression ratio of 7 to 1 this engine now delivers 119 b.h.p. and shows a flatter torque curve, with a higher maximum figure than

#### Popular Power Steering

Hydraulically operated power steering has proved to be one of the most popular innovations ever made by Chrysler and is now available as an extra on the six-cylinder Windsor de luxe as well as on the eight-cylinder models. It remains a standard fitting on the big eight-cylinder Crown Imperial. The new Oriflow spring dampers introduced last year have been dampers introduced saw year have even improved by modifications to piston and valve assemblies and similar modifications apply to those fitted to the Plymouth range. External changes on the Chrysler are slight, being confined to new wheel covers and new tail lights incorporating reversing lamps, but the interiors hav

been re-styled throughout.

The Plymouth, one of the big three in America's low price category, shows a number of detail improvements for 1952, notably to the engine, brakes and sus-

pension. The six-cylinder side-valve enpension. The six-cylinder sude-valve en-gine has a newly designed combustion chamber, said to provide smoother running. It still delivers 97 b.h.p. on a compression ratio of 7 to 1. Swept volume is 3,567 c.c. Longer life is claimed from the use of new bearing metals, and from the use of new bearing metals, and higher operating temperatures are permitted by a new pressure-vent radiator cap. Similar modifications have, incidentally, been made to the Chryaler cooling system, which now operates at a pressure of 7lb per sq in.

Plymouth's synchromesh gear box has been improved in detail to give quicker and more positive engagement of gears and there are modifications to the rear axe permitting more accurate adjustment.

axle permitting more accurate adjustment of gears and bearings. Brakes are im-proved by the use of heavier backing plates, and the front brakes have new drums to give smoother operation and better cooling. Bonded linings are used. Suspension is improved by the modified dampers already mentioned and the front springs have an increased range of travel, while there is a new form of interleaving for the half-elliptics at the rear. To assist engine starting in bad weather, the starter engine starting in toat weather, the starter has been given a new anti-kick-out feature, and better visibility under adverse weather conditions is ensured by a 10 per cent increase in the speed of the electric screenwipers.

electric acreenwipers.

Plymouth body styles cover nine types including two- and four-door saloons, coupés, utilities, convertibles and the Belvedere hardtop. Detail styling changes distinguish the exteriors and they are available in a choice of ten colours.



The four-door Cranbrook saloon, one of the nine body styles in the Plymouth range for 1952. Plymouth is one of America's three most popular cars. It has a six-cylinder side-valve engine of 3½ litres.

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195	O HILLMAN MINX Phase IV		• 1950	VAUXHALL Velox Saloon,	
		£1,135			
195			<ul><li>1950</li></ul>	WOLSELEY Six Eighty Saloon,	
	Drophead coupe, 8,000 miles	€1,125	•	8,000 miles	£1,295
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On the road to Bognor Regis, Sussex, looking towards Am-berley from the well-known Bury Hill.

### CORRESPONDENCE

#### NON-TURNING WORMS

Motorists Who Sit Down Under Attacks

[63943.]—I wonder how many motorists are tired of reading in the lay press the ridiculous charges made against them in the matter of road safety, and are surprised that neither the A.A. hor the R.A.C. can find the time or the energy to make an effective reply.

I believe that motorists as a whole should have their case put forward by a competent P.R.O. and that every smear and false charge should be answered. There is surely a tremendous job to be done in educating the people and the Government of this country in the value of motor transport, both for goods and for persons, for business and for pleasure.

for persons, for business and for pressure.

We are fast becoming an anti-motorist nation, mainly because of the biased attitude of the daily papers and the B.B.C. In a recent programme reviewing the outside broadcasts of 1951, Wynford Vaughan Thomas saw fit to interject something like this "... and, by the way, let your New Year's resolution bemore careful driving!" He did not ask everyone to resolve to treat the roads with respect; neither did he ask for more careful treat the roads with respect, neither an he ass to nine careful walking, cycling, marching and horse riding. No, the view of these news-men is, I think, summed up by a line from a recent sunday paper to the effect that "the motor car can, does, and will kill." Surely some authority should point out that the same is true of the rifle, but we do not walk across a firing range without a moment's thought.

without a moment's thought.

What I feel is needed is either a more vigorous effort by the motoring organizations to provide factual information on the causes of accidents, for the benefit of the road user and the education of the pavement user, or, if the A.A. or R.A.C. cannot be persuaded to perform what I consider to be one of their major functions, a new organization should be formed which, and the little processory statistical and cancern information. armed with all the necessary statistical and general information, could answer unwarranted charges, and persuade the antimotorists that not only have the bus, lorry, car, motor cycle, cycle, and so on come to stay, but that in many more ways than one it is a good thing that they have.

A NINER.

[In this instance the Editor heartily agrees with the opinion expressed!—ED.]

#### LOOKING AHEAD

Which Will be Short-Cars or Cash?

-Mr. George Weeks [63844] forecasts that the world demand for British cars will result in a scarcity in Great Britain for a long time to come. Mr. Weeks assumes that the foreign demand is to continue with the same pressure and that, because the pre-war demand in Great Britain was for 293,000 cars per year, the 1952 quota of 80,000 cars will fall far short of home

I would ask Mr. Weeks to consider more deeply why the Canadian car market dried up. The reason is that, although Canadians want our cars, they just do not have the ready money to pay for them. You may have supplied goods which people need very badly but if they have not the cash to buy, why, your goods are valueless, and you have to take them back into stock. This is precisely what our manufacturers have had to do with the cars they dumped into Canada.

with the cars they dumped into Canada.

Canada is a prosperous country and is in a far better position to buy our goods than most countries, yet Canadians find themselves unable to buy and pay for our cars. If this be the case with Canada, one of the most prosperous Dominions, how do you suppose some of the European countries are placed? The story here is worse. Already the doors are almost shut to our cars in half a dozen European countries. They would like to

cars in half a dozen European countries. They would like so buy but they just haven't the money.

When the purchasing power of the buying public is reduced by rising cost of living and restricted by high taxation the demand for high-priced goods drops. Our cars are now high-priced goods—and the prices are steadily increasing.

As Mr. Weeks indicates, coming events do indeed cast a shadow before them, but as I see it the shadow is not of shortage of cars so much as abortage of cash.

Brookmans Park, Hertfordshire.

#### LIGHTS IN FOG

Clarification of the Effect of Yellow

[63945.]—Apparently my recent letter concerning the use of yellow light in fog left some of your readers a bit in the dark as to what I meant. Perhaps the following will clarify matters somewhat: 1. The normal human retina is sensitive to all the colours between red and purple in the spectrum. 2. (a) Using a beam of white light in fog causes a great deal of reflection of a particular part of the mixture of light so directed through the fog. (b) Our retinæ are sensitive to this reflected light, and thus (c) receive impressions from the light reflected from the object to be illuminated (say x units) plus the light reflected by the water particles (the fog), say y units. What does it matter what colour the light reflected by the fog has? The point is

what cotour the light renected by the log has? The point is that one sees it.

3. (a) Using the same bulb as for 2 (a) under absolutely the same conditions, but now filtering its light with a yellow filter before it reaches the fog, practically the same amount of light will reach the object to be illuminated. (b) This time, however, much less of the light of the beam will be scattered and reflected, the state of the light of the beam will be scattered and reflected. depending on the density of the filter. If the filter is of the correct density (theoretically) almost no light will be reflected.

#### CORRESPONDENCE

continued

(c) From this it follows that the retina will receive impressions only from the object to be illuminated, thus x units. is less than the x+y of case 2 (a), but the amount of itseful light is the same so that the eye will be much better accommodated (in this respect I may remind you of a leading article in The Autocar not so long ago). Because the total amount of light which reaches the retina is smaller than in case 2 (a) the visual results will be consequent as a second or second purple will become more sensitive-accordingly the eye can make more efficient use of x units of useful light than of x units of useful light plus y units of useless light.

(From all this it would by no means be correct to assume that

(From all this it would by no means be correct to assume that the amount of useful light reaching the retina is necessarily yellow in colour, for should one direct a beam of yellow light on, say, a blue object, the reflected light would not be yellow. To conclude: "The important thing is that no useless light reaches the eyes of the driver, which is important because such light has the same effect as if driving at night with a bright light burning in the car; viz., it diminishes the sensitivity of the retina (which I would rather not explain, for the "how" is not so important). S. T. P. ELOFF. S. T. P. ELOFF. important).

Groningen, Holland.

#### SUSPENSION

Track Changes of Independence

[63946.]-I cannot see the point of i.r.s. in quantity-produced cars when excellent road-holding can be obtained by simpler means.

With regard to tyre wear on independently sprung cars surely

the constantly changing track scuffs off some of the tread, and the fact that so many miles are covered with only one up means that different camber angles are assumed by each wheel, with peculiar results.

pecuniar results.

Finally, apart from the low build, wide track, long wheelbase and big tyres, would Mr. Holland Birkett [63906] not agree that the Citroen corners well because it is pulled round by its f.w.d. instead of pushed?

R. E. THOMPSON. f.w.d. instead of pushed?

Belfast.

#### F.W.D. Characteristics That Count

[63947.]-With reference to Mr. Holland Birkett's suggestion [63906] that f.w.d., in itself, contributes nothing to road-holding qualities, there are at least three important mechanical characteristics in f.w.d. as compared with the conventional drive; viz:

(1) The vehicle is drawn forward by the front wheels; (2) drive to the road is always in the direction of steering, and (3) as power is applied to the road wheels close to the engine, drive torque annot cause "winding-up" of the chassis and thus road adherior, of the driven wheels is much more equal than in the conventional system where the power unit and road drive are at either end of the chassis. A rear engine driving the tear wheels also gives this quality.

It does seem that these characteristics must confer marked

benefit on the road-holding and general handling qualities of a

Eastbourne.

#### Theory Does Not Cover the B.S.A.

[63948.]—How does Mr. Holland Birkett [63906] explain the excellent road-holding of the f.w.d. B.S.A. Scout, which does not have wishbone i.f.s., hydraulic damping, rack and pinion steering, body-chassis, wide rims or large section tyres?

Mr. Birkett's theory may be all right but he has obviously, to any f.w.d. enthusiasts, no practical experience.

Lincluden, Dumfries.

#### EFFECT OF ALCOHOL

Medical Opinion on the Subject

[63949.]—In the interest of safety, as well as accuracy, I cannot refrain from pointing out that The Scribe's remarks on the effect of a small amount of alcohol on a motor driver, that he was much quicker in his reactions and more skilful, are contrary to the findings of all recognized physiologists.

To quote from the last edition of Clark's Applied Pharmacology, published last month (page 237), "In every case it has

been found that alcohol causes a decrease in the speed and accuracy of reflex responses." If your readers will turn up the above reference they will find the explanation of the fact that "this picture of the purely depressant action of alcohol on the brain is, of course, completely at variance with the popular idea that alcohol is a stimulant to all mental processes." We shall

"Alcohol has no stimulant action on the brain, but acts as a mild hypnotic, and renders it less rapid and less accurate in its

Glastonbury, Somerset

Glastonbury, somerset.

[The Scribe writes: In view of the apparently widespread misunderstanding of the purpose of my paragraph, may I take this opportunity of pointing out that I was not expressing my own opinion, and that my reason for quoting the unfortunate result of the American tests was to deter well-meaning individuals from rushing in where the experts had previously trodden

Incidentally, why does not the B.M.A. issue statements on such important subjects to the Press? Such a step would be very much in the public interest.—ED.]

#### PETROL THIRST

Reason for Rising Consumption

[63950.]—With reference to letter [63912] may I suggest that the cause of Mr. M. O. Imray's rising petrol consumption is of the contact-breaker operating cams? A. J. GARRATT. Dublin.

#### CARS UNDER COVENANT

Unenviable Position for the Seller

[63951.]—I cannot believe that in this country—famous for its fair dealings and business integrity—an enforcible law exists such as mentioned in reply to your correspondent "T.E.R." (December 28) under your heading "Cars under Covenant."

Here you state that if a person wishes to sell his car when it is still under Covenant, and he receives permission from a body hours of the P.M.T.A. he may reall his generally to the receivers.

is still under Covenant, and he receives permission from a body known as the B.M.T.A., he may sell his car only to the original supplier at a price not exceeding the original cost. The supplier in turn may then sell the car at a price not more than the current price, plus purchase tax, plus 10 per cent handling costs.

In other words the original supplier can cash in on the difference between the original cost and the current price, which, owing to increased costs, has often risen. This, plus the double purchase tax, may be as much as £400 to £500 on a medium-priced car, not to mention the mere 10 per cent handling charge.

priced car, not to mention the mere 10 per cent handling charge.

Could such a state of affairs really exist in a reasonably free country, and if so, would not the term "racket" be justified?

Manchester, 1.

W. E. CURRIE.

[We regret to have to confirm the accuracy of our reply to "T.E.R."—ED.]

#### REBORING

The Author of the Article Replies

[63952.]—The reactions to my recent article, "Is Your Rebore Really Necessary?" (December 14) have been very illuminating, particularly in one respect: I refer to the fact that the really passionate exponents of the principle of "nothing less than a rebore" are motor traders, who have a financial interest in discrediting the less expensive alternatives. Some readers might crediting the less expensive alternatives. Some readers might crediting the less expensive alternatives. Some readers might well wonder whether they ought to ask if the cap fits, and I am sure that the readership of The Austocar will be able to distinguish between my own reasoned arguments (I do not claims that they are infallible, but at least they are reasoned and logical) and the abuse, invective and derision (not to mention parodic pseudo-solilloquy) which has come from trade sources.

The actual experiences of owners who have resisted the temptation to carry out rebores far outweigh what the traders have said in their irrelevant ramblings about the accident rate and cylinder ovality, both of which are bright red herrings from the practical point of view. The average motor trader is not a knight in shining armour, out to do the best he can for his clients: he is in the game (to quote Mr. Tony Hancock) "for the lolley," and my experience is that he is not too scrupulous about his methods. Here I am generalizing, and that is always unfair to some people, but let us all admit that we try to make money, and let us not deny the undeniable fact that some of us in the motor trade are trying to make a lot of money in the The actual experiences of owners who have resisted the tempin the motor trade are trying to make a lot of money in the shortest possible time.

If space can be found, I would like to deal with the more specific parts of the charges against me: (a) The bodging which was allegedly carried out on my own engine took about three months, during which time the reciprocating parts were balanced the inlet ports were opened out, and larger valves were fitted;



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#### CORRESPONDENCE

continued

the compression ratio was raised to 7 to 1, and the ports and combustion chambers were polished, and a size larger carbu-rettor was fitted. (b) The reasons for my refusal to have my own engine re-sleeved were that the engine would have had to leave my care and be sent to an ordinary shop for attention, and as the standard of work recently has been such that some very fine engines have been ruined, I was reluctant to take this fine engines have been ruined, I was reluctant to take this course; to cite only two cases, one engine was fitted with new main bearings and was line-bored no less than 3/64in higher on the front bearing than on the rear; another was rebored and there was 0.010in between the largest and smallest bore. Hence my remarks about the operators not being necessarily skilled men. (c) My adviser and fellow-bodger was a man who designed machines which finished 3rd and 4th in T.T. races, and who designed and built one engine which never lost a race in a whole racing season. I wonder if Mr. J. B. Tipton [63895] can show us a similar record? (d) Replying to Mr. G. N. Richardson [63914]. I will cheerfully take him up with the Wolseley 14—6 with 0.007in bore wear, and if he will send the engine up to me, I will arrange to have it curred from using oil on a no-cure-no-pay basis, and let me add that my firm does not sell piston rings or pistons. (e) "Nipping up" the big-ends, in trade parlance, is taken to mean any necessary steps to elimitate of the control of the contro in trade parlance, is taken to mean any necessary steps to eliminate excessive clearance, i.e., fitting new shells, removing shims, as well as facing-up the caps and rods. The objections to this phrase are simply more red herrings.

Preston, Lancashire.

BERT HOULDING, JNR.

#### DELIVERIES

More Astronomical Calculations

[63953.]—I do not think Mr. Arthur Jones [63871] will be able to claim 23 years' waiting time for the new car he ordered in April, 1947, as a record.

My firm ordered a car in January, 1947, and in answer to an enquiry concerning delivery the distributors wrote to us in July, 1950: "We are only dealing with orders placed in June, 1946." One year and three months later, in November, 1951, the distributors again wrote in reply to a further enquiry from us, "We are still dealing with orders placed with us in June, 1946." We have pointed out to the distributors in writing that this is a remarkable state of affairs, but they have not vouchsafed any reply.

According to this we are beginning to doubt whether the car is going to be delivered in our lifetime at all.

D. J. YOUNG.

is going to be delivered in our lifetime at all. Birmingham, 27.

#### STREET LIGHTS

The Glimmer Helps the Elderly

[63954.]—I always thought The Scribe was a nocturnal creature, for his nightly jaunts seemed to exceed his daylight trips, but I never expected him to declare himself so owl-like as desire the complete elimination of all street lighting

(January 4).

He may, in his giddy youth, find much to dazzle him from meagre lighting suspended on invisible hooks far up in the night sky. Yet when he gets a bit older I know he will be, like myself, mighty glad of even the smallest gleam to show him where to place his feet. After all, there are many of us who have found their perfect eyesight of youthful years has given place to night-blindness.

W. Dell.

Shirley, Croydon.

[The Scribe comments: No, not all street lighting—only the poor stuff. And surely the torch is the real sine qua non of nyctalopic pedestrianism.-Ep.]

#### ENCOMPASSED

Reply from the Master Mariner

[63955.]—I am asked by Mr. R. G. E. Catt [63902] to account for the accuracy obtainable in aircraft compasses!

While I have no intimate knowledge of aircraft construction I believe that I am right in saying that almost all aeroplanes I believe that I am right in saying that almost all aeroplanes are made of non-ferrous and consequently non-magnetic light-weight alloys and that the only parts which have any iron or steel about them are the engines. The effect of magnetism increases or decreases as the square of the distance and the engines are usually placed well away from the compasses, far enough to cause no magnetic disturbances.

The absence of magnetic materials seems to be confirmed by the letter of Mr. J. V. C. Fisher [63918] as it is quite impossible to correct, by means of permanent magnets, the disturbances set up by the presence of what is called "soft

iron." Such deflections of the compass needle can be corrected only by introducing further masses of soft iron and, in ships, these masses such as the Flinder's Bar and the quadrantal sings, trest masses such as the ruliner's par and the quantum correctors can total in weight the better part of half a hundred-weight! This is in addition to the weight of the magnetic bar correctors fitted in the bunnacle. The process of swinging ship for compass errors is, of course, elementary.

Surely, on the rare occasions when a motorist has to seek the aid of a compass direction, it is far better for him to read the compass away from the car, as the magnetic bearing then obtained will be free of errors, the amount of which it will be

almost impossible for him to ascertain.

FOREIGN GOING SHIPMASTER. Montmirail, Cardigan.

#### TOSC

History of the O.M.'s Activities

[63956.]—Your contributor, Rolland L. Jerry, writing in the "Talking of Sports Cars" feature No. 345 on his Canadian-owned O.M., has obviously gone to some trouble to trace some reference to his car in the 1929 Gran Premio Dublino, without

I think that if he can obtain the motoring journals for the week commencing July 20, 1930, he will find therein reports on the 2nd Irish International Grand Prix which was held in Dublin on the 18th and 19th of July, and in which a team of three O.M.s was entered by Fronteras. These cars were driven respectively by Ramponi, Minoia and Fronteras. Car No. 10, respectively by Ramponi, Minoia and Fronteras. Car No. 10, driven by Ramponi, was placed 9th in this race at a speed of 75.05 m.p.h.

73.05 m.p.n.

A lone O.M. driven by Oats finished 11th. No O.M.s were entered for the 1929 event, in which Fronteras drove an Alfa Romeo, so it appears likely that Mr. Jerry's car was one of those mentioned above. It may also interest him to know that when these cars ran in Dublin they were supercharged.

#### **GLASS**

Not So Harmless to the Hand

[63957.]—With the exception of one statement I entirely agree with your editorial concerning toughened glass windscreens. You refer to "thrusting of the fist through the shivered screen—again without harm." Last summer in England, while driving an open sports car, I had my toughened screen disintegrate but, fortunately, was able to peer round the side until I had stopped the

Bearing in mind the popular belief that the crystals of the broken screen would be harmless I proceeded to push the remainder out of the frame with my bare hand. Result was a hand cut in at least six places, not badly, but enough to be uncomfortable. I wondered what the result would have been had I been trying to restore visibility in a hurry. On closer examination I was surprised to discover that many of the crystals had about a codes which in falling had made quite deep crysthes. had sharp edges which, in falling, had made quite deep scratches in the cellulose.

I realize that my experience may have been an isolated case but I do feel that attention should be drawn to the fact that some types of toughened glass are not completely harmless when shattered. In spite of my remarks above I hope no one will be deterred from using their fist to restore visibility through a shattered screen should the occasion arise. Better the slight possibility of a cut hand than the accident that may result from complete less of visibility. complete loss of visibility. Vienna.

[We have had recent confirmation of our correspondent's points, and after careful study of the broken crystals feel that it is safe to say that a deep cut is most unlikely, injury being more likely to be scratching. The danger should not deter drivers from thrusting out the crystals, although we do not underestimate the moral courage required.—ED.]

#### M.C.C. RALLY

Only One Londoner on the Job

[63958.]—I would like to correct a statement made by Mr. C. W. A. Slater [63908] in which he stated that the timekeepers on the Newlands and Honister tests came from London. I can quite understand his wishing to protect his club-members from any dirty water that is being thrown around in connection with this unfortunate affair but he should be certain of his facts before purting them into print. Only one of these timekeepers came from the London area and officiated on the tests.

Greenford, Middlesex. W. H. TANION.

## Disconnected Jottings

BY THE SCRIBE Drawings by Barry Appleby

#### Chromium

IT is no secret, alas, that post-war chromium plating lacks something that pre-war plating had, so much so that many plated parts of cars are now in much worse condition than those that are cellulosed, thus nullifying the argument that plating is vital to some hard-wearing positions on cars. If you feel inclined to doubt me, take a look at some grilles, low down in front, and then transfer your gaze an inch to the right or left on to the cellulose alongside.

This being so, the time is ripe. I feel, for some elimination, radiator grilles being a typical example. We don't need these grilles, and I doubt if the overseas buyer needs them as much as some manufacturers think. Two cars -both styled at the same works, although widely different-have simplified the radiator orifice into what it should be, a hole in the front, with the result that not much chromium can be seen facing forward. They are both good-looking, good sellers. Nor hav-ing any particular love of the bluish iciness of chromium plate, I should like to see the stuff disappear wherever possible. But this does call for restyling in the vicinity, otherwise the substitution of cellulose where previously there was chromium looks odd at first, and oddness means sticky sales.

#### Noises

WHEN my engine drops to idling speed after a long run there comes from under the bonnet a noise which I find exactly described in the adjective "prickly," while freely admitting that prickly is concerned with a quite different sense from hearing. Otherwise I might get reasonably



Strength five.

near it by calling on the cookery book and saying there is a slight noise of frying. It seems harmless, and probably comes from the timing chain, but I wonder how much is conveyed to the service manager by such expressions? Cookery noises are admitted in the radio industry, "frying" and "sizzling" being well-known terms. Presumably if radio had come before cooking we should now say that the sound of bacon on the morning air was like strength five static. And what a dreary substitute that makes!

#### Steel Qualities

THE post-war deterioration in steel quality seems to be most evident to the ordinary man in the form of springs. One acquaintance of mine has recently opened out the tension spring of a gear lever loading device by inserting a screwdriver between the coils and twisting; it ought not to be possible. A correspondent complains



Importance of temper.

that the springs of his car seats will collapse under him, and I have been very disappointed to find that the flint springs of two expensive petrol lighters have insufficient temper and have weakened to such an extent that neither lighter works well. Springs would inevitably reveal weaknesses first, as they are, perhaps, the commonest examples of the importance of temper.

#### Training

THAT we should learn to walk before we begin to run is an old adage, and I often wonder how far it applies to driving a car; in other words, what preliminary pastimes are of real assistance in making a good driver?

Cycling must surely rank as number one. It teaches the rider the rudiments of centrifugal force and imbues him with a rare sensitivity to all the effects of that potency. It also gives him a shrewd idea of the different efforts that the engine must make in response to gradient, and if he uses a three-speed gear the principles of the gear box become immediately obvious. None of these things is so obvious to the new driver of a car, because the disregard of any of them does not have such serious consequences. If you neglect to



Lesson one.

change down for a gradient you will stall the engine and stop; if you stall the engine of a bicycle you fall off.

Driving up to town on ice the other morning I felt that skating had its points in driver training, too, because the skater has the utmost respect for the slipperiness of ice, which some novices at the wheel lack. He also knows that the slightest exertion of centrifugal force introduces danger on ice, and drives accordingly. In fact, the skater has an almost exaggerated respect for ice because his sporting contact with it is through steel blades, and they offer less contact by far than rubber tyres.

I must next, I suppose, consider swimming, in view of the English

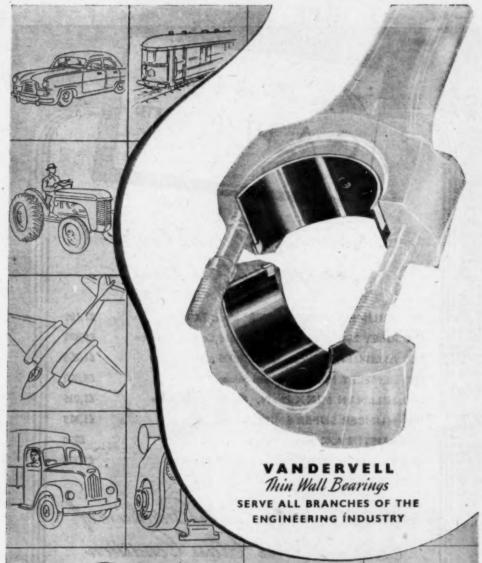
#### Far East Charm

I CANNOT forbear from publishing the extract below from a letter which has reached this journal from Japan, because it is typical of letters from that ex-enemy country. Somehow, the Japanese misuse of the English language has a charm that other examples lack, although I have seen some fascinating examples from West Africa. This letter contains news of the Japan Automobile Association, which appears to be flourishing, and it is printed with the usual reservation that The Scribe wishes that he could express himself half as well in Japanese:—

"Our J.A.A. developing from day to day, and increasing lot of members, also foreign members were joined over 300 before one year. In next year we expect about 3,000 members will become members of our association. On the other side we proposing to join F.I.A. and A.A.A. and wishing to have connect R.A.C.

"Also we had RALLY under co-operated with M.G. car club before one month 14th July, at beatfull place. Nikko, as you will know. It was the first RALLY in Japan and we were very joyful to seem the rally which scred by genuine International code.

"At finally we pray the prosperity of THE AUTOCAR."





# VANDERVELL

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1950 TRIUMPH 'MAYFLOWER' black, 7,000 miles		£1,100
1950 RILEY 2½-litre Foursome Drophead Coupe. Maroon	1	£1,895
1950 AUSTIN A.70 Saloon. Blue. 9,000 miles		£1,250
1950 BENTLEY Mk. VI. Standard Saloon. Blue		£5,800
1950 HILLMAN MINX Ph. IV. Green. 5,500 miles		£1,025
1949 HUMBER SUPER SNIPE Saloon. Black		£1,325
1949 AUSTIN A.40 Saloon. Grey		£950
1949 TRIUMPH '2000' Metallic grey. 8,000 miles		£1,325

We are interested in the Rirchase of Cars in First Class Condition

**42 NORTH AUDLEY STREET** GROSVENOR SQUARE, MAYFAIR W. I

### USED CARS ON THE ROAD

No. 23: 1935 Rolls-Royce 25 h.p. Limousine

Price, new: £1,540	Acceleration from rest through gears to 30m.p.h., 8.5 sec.	Fuel con- sumption range: i5- i6 m.p.g.	Speedometer reading 34,230.
Secondhand: £1,650	To \$0 m.p.h., 21.4 sec. 20-40 m.p.h. (top gear), 11.5 sec.	Oil con- sumption negligible.	Car first registered February, 1935.

DIFFICULTY exists in selecting for used car road-test purposes cars of an age which makes them the more interesting in many respects and which are, at the same time, in a condition which makes their acquisition desirable at the price asked. So frequently the cars of the early 'thirties have retained much other attraction, built up on good reputation, but have really reached the stage where almost every working component could be replaced with advantage—and that means big expense in 1952. Obvious exceptions to these generalizations are the classic vintage cars with their special appeal to the enthusiast, and the high-quality car which, if it fades away, will at least do so slowly.

Obvious exceptions to these generalizations are the classic vintage cars with their special appeal to the enthusiast, and the high-quality car which, if it fades away, will at least do so slowly.

The 1935 Rolls-Royce limousine, supplied for test by Russell Motors (Knightsbridge), Ltd., 47, Sloane Street, London, S.W.1, was rather special, its indicated mileage of under 25,000 being believed to be genuine. Certainly appearances gave the impression that the car had been looked after with a care befitting the



marque. The black cellulose and the plating of the Thrupp and Maberly body were just about perfect. The brown leather upholstery at the front and the material of the rear upholstery were in good condition, and the two forward-facing occasional seats behind the sliding division were without fault. Other than in the straight-backed design of the body, the only sign of its age was some mellowing of the side windows. Because of the spaciousness of the rear compartment, room for the driver and his ease of access were a little limited; but the dignified, upright seating position provided him with excellent forward visibility.

Road performance seemed of no account once the driver was

provided him with excellent forward visibility.

Road performance seemed of no account once the driver was installed behind the wheel. The supreme stateliness of the car imperiously vetoed any suggestion of an undignified mode of progress, but, nevertheless, the acceleration figures were very creditable for the weight being moved by an engine of a little over 3½ litres. This was, naturally, not accomplished with the silence attained by the manufacturer's current products, but engine noise was audible only at relatively high engine speeds on the indirect gears, which would not normally be extensively used. Despite the size and nature of the car, long distances could be covered in creditably short times, cruising in the 50-60 m.p.h. region being effortless. The only real mechanical fault was caused by "coffee grounds" in the union of the intake pipe to the Autowac fuel-feed system. This caused a complete engine stoppage, but it was readily remedied during the test.

Steering was somewhat heavy; the suspension very good, includ-

It was reasing we remembed using the test.

Steering was somewhat heavy; the suspension very good, including steering-wheel control of the rear dampers; the servo-operated brakes responded powerfully to firm pedal pressure; and the only rattle was a bumping sound from the front left quarter. A fair amount of tread remained on the tyres, and two comprehensive trays of tools were housed under the front passenger seat.

#### No. 24: 1931 12-60 Alvis Two-three-seater

Price, new:	£410	Acceleration from rest through gears to 30m.p.h.,	Fuel con- sumption range: 25- 28 m.p.g.	Speedometer reading: 21,339.
Secondhand:	£250	To 50 m.p.h., 34 sec.	Oil con- sumption 2,500 m.p.g. approx.	Car first registered June, 1931.

T is rarely that the opportunity occurs to test a car selling at a price as low, for these days, as £250, and one which might reasonably be expected yet to give a great deal of good service and good motoring. The 12-60 Alvis "beetleback," which was provided by the appropriately named Vintage Autos, 189-195, Pavilion Road, Sloane Street, Knightsbridge, London, S.W.I, came into this category, and it was possible to appreciate why the Alvis achieved a fine reputation for rugged reliability coupled with simplicity, outstanding accessibility, and good handling characteristics.

The outward appearance of this car was very much above

The outward appearance of this car was very much above average for its age and price, it being newly and carefully recellulosed green, the wheels painted black, and the tyres polished. The hood was well used but sound, and it should be pointed out here—as a reminder, perhaps—that a panel behind the front seats opens on this model to take the hood when required, which gives an exceptionally clean line to the car in its open form. The interior was not up to the same standard, weather and time having taken a fairly severe toll. Opening the bonnet provided that special delight which Alvis engineered for the enthusasst; extremely clean shapes and high polish and—accessibility!

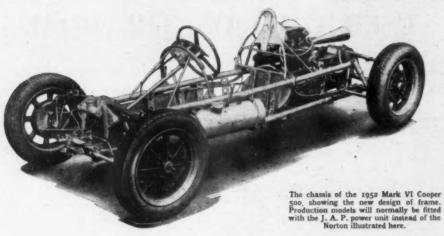
delight which Alvis engineered for the enthusanst; extremely clean shapes and high polish and—accessibility!

Time and wear had not affected ease of starting. The exhaust noise was of such volume as to prechade high revs on any gent in built-up areas. This, however, suggested the desire of a previous owner rather than an inherent trait of the model. Unfortunately, at the time at testing, the speedometer cable, for which a replacement was awaited, gave up the struggle. Acceleration figures were subsequently obtained in abbreviated form against a corrected expensive for which reason they must be taken as approximate.

were subsequently obtained in abbreviated form against a correction rev counter, for which reason they must be taken as approximate. Performance generally was good, if not quite up to 12-60 standards. Any deficiency, however, was owing to the ignition seeming slightly too retarded and the carburettors suggesting that they needed tuning. These were the findings resulting from a good run on the open road and were therefore pardonable. The gear box was without fault except for reverse gear having to be held in by hand, and first gear requiring care in selection,



as the safety catch for the adjacent reverse was worn. The most curious fault had been perpetrated by a previous owner by reducing gear-lever length, thus making a fast second- to third-gear change more difficult. The clutch stop worked excellently, enabling extremely fast changes to be made from bottom to second and third to top. Some adjustment was required by the brakes, too much power passing to the left front wheel. Three tyres were distinctly good, the left front and spare being worn. The Alvis proved not only a good car but also was offered at a price refreshingly below original cost.



### THE SPORT

by J. A. COOPER

N OW for the "Monte," and by the time you read this I shall—I hope—be half-way to Monte Carlo itself, on the way to the starting point. Next Tuesday night is zero hour, when one by one all the cars set off into the blackness, all clean and shining, and manned by confident crews, also all clean and shining; and from roughly breakfast-time next Friday some of them will be arriving in Monte Carlo with 2,000 more miles on the speedometer, battered, dirty, travel-stained and in dubious condition, manned by much less confident crews,

For weeks and months past, cars have been in preparation all over Europe for this event; arguments have raged back and forth as to the best methods of navigation and timekeeping, various methods have been investigated for fitting and removing chains in a hurry, and for extracting cars from snowdrifts and ditches. Not everyone has had to go to the same amount of trouble as Marcel Becquart, well-known French rally driver and winner of the event in 1950, who is stated to have had to cut off and raise by an inch or two the roof of his Farina-bodied Jowett Jupiter coupé to bring it within the minimum coachwork dimensions called for by the regulations; but many others have put in a great deal of time in preparation, for all that.

My colleague Gordon Wilkins in start-ing from Glasgow at the wheel of a Mark VII Jaguar saloon, accompanied by Raymond Baxter of the B.B.C.; last year they finished second in the 1½-litre class in a Jowett Jupiter. I am accompanying Stirling Moss and Desmond Scannell, starting from Monte Carlo in a Sunbeam-Talbot 90 saloon; from the photograph on the opposite page it will be seen that my companions, at least, are looking very studious and should be completely clued up.

SPEAKING of rallies reminds me that the regulations have now been issued for the next French event of this type: the second international Rally of the A.C. du Nord de la France. This is a 450mile event, the route for which starts and finishes in Lille, and traverses a circuit through Jeumont, Fournies, Arras, St. Omer, Hesdin, Berck, Le Touquet, Ardres, Boulogne, Calais and Dunkirk. The required average speed throughout is The required average speed throughout is 60 k.p.h. (37½ m.p.h.); at one point there will be a timed hill-climb, while in the 45-mile stretch between Calais and Cassel

there will be a secret check, this part of the route therefore forming a regularity all of its own.

This event is open to standard production cars (fifty of which must have been delivered by February 1), and the cars will be divided into three classes: 750 c.c., 1,500 c.c. and unlimited. Various minor indificultions are, as usual, permitted; and the coachwork must have a minimum of two seats and be of either saloon or convertible type. The event will take place on March I and Z, and the address of the A.C. du Nord de la France is 42. rue du Maréchal Foch, Roubaix, France.

#### The Man at the Wheel

Dr. G. A. EWEN

Anyone who has been present at a race meeting or speed event run by the Vintage Sports C.C. during the last few seasons will have noticed "Bob" Ewen. At least, he will first have had his attention drawn to will first have had his attention drawn to his mount, and thence, by a natural process, to the driver; for Bob has had a half share in the ownership—and more than a half share in the driving—of the famous 1908 12-litre Itala "Floretta" since the end of the recent

But even before the cataclysmic conflict But even before the cataclysmic conflict Bob was to be seen at all the Vintage meetings; if he wasn't driving his beautiful specimen of DISS Delage, which not many moons ago formed the subject of a "Talking of Sports Cars" article in this journal. Then he was acting as honorary M.O.; for in private life Dr. G. A. Ewen is a highly respected doctor of medicine, with a practice around the Richmond and Twickenham area. He was recently referred to, in fact, as "then well-known recently referred to, in fact, as "then well-known to the property to the catacle of the second of the property of the catacle of the second of the fact of the catacle of the fact of the second of the fact of fact fa recently referred to, in fact, as "that well-known panel-basher"; well, of course, a panel is concerned, and Bob is certainly one kind of body-builder!

Bob Ewen started his career of speed, to employ a familiar metaphor, by racing motor cycles on grass tracks while still at Cambridge, in about 1929; since then he has competed in about 1727; since then in as competed times without number in Vintage events, being a very early member of that club and now on its council. But most of his store of reminiscence concerns the wonderful old Itala, such as the story of the occasion on which he and the co-owner, the one and only "Sam" Clutton,



took "Floretta" over to France. They had barely got there when a hole burnt in the top of a piston (alleged to have been expertly welded); that repaired, a big-end went, while on the way back Clutton mistook the railway for the road at one point, the subsequent excursion up the sleepers resulting in stripped bottom and second gears on the return journey. But such is the Ewen energy (Bob does all the mechanical work on the car) that within a week of its return to England the Itala was competing with success at Prescott—though

competing with success at Prescote—though still without bottom gear. Solid, cheerful, rediating confidence, Bob Even is now a youthful 41 years old. He is accompanied by his wife, Jean, whenever she can take time off from looking after their two

AST Friday night the B.A.R.C. once in the West End of London, for another midnight matinée film show, and very successful it was. In fact, the cinema was packed; there were quite a few people waiting outside in the hope that somebody would turn up with a spare ticket or two, and the whole thing is being repeated tonight (when it will be equally full), so there can be little doubt about the popularity of this venture.

An excellent programme was screened, including the Shell films Festival Logbook and Racing Personalities, the latter showand learny revolutions, the litter shows a ming Stirling Moss' own explanation of how he does a four-wheel drift with an XK120 Jaguar; the piece de résistance was a graphic and highly coloured film of the 1951 Indianapolis 500-mile race. There were also selected newsreels and two amusing cartoons with a motoring

I DO not know what it is that often makes one club party quite different from another, but at the North London Enthusiasts' dinner-dance last week much Enthusiasis' dinner-dance last week much of the success must be attributed to the president, A. F. Rivers Fletcher, in the chair, and to the other after-dinner speakers—J. Eason Gibson, J. C. C. Mayers, and Gregor Grant. All of them COMING SHORTLY

COMING SHORTLY

JANUARY 18.—Mid-Cheshire C.C. Annual
general meeting, White Barn Hotel,
Cuddington, Cheshire, 8 p.m.

18.—Flat 500 Club. Annual general meeting,
the Red Cow Restaurant, Hamasersmith
Road, London, W.6, 7,30 p.m.

19.—Bentley O.C. Noggin and natter, Denbigh Arms Hotel, Lutterworth, sear
20.—E. Angliau M.C. Rally, E. Anglia.
20.—Maidstone and Mid-Kent M.C.
Tyrwhitt Drake Cup Trial, starting from
the Tudor House, Bearsted, Kent, I1 a.m.

20.—Lexestershire C.C. Social Run, starting
from Loe Street Car Park, Leiester,
22.29.—Meets Carle Rally, Gisagow sterilag eastered at the Royal Soctiok Automobile Club's headquarters, Blytheweed
Squere, Gisagow, C.f. from 1.18 p.m. to
2.3.—750 M.C. Annual dance with buffet
supper, Royal Hotel, Southampton Row,
24.—Cemis C. Annual general meeting,
Lovus Restaurant, off Haymarket, Loedon, S.W. 1.

24.—South Caernaryonshire M.C. Film show
of Esso films of 1951 competition season,
Cown Hotel, Public C.

25.—77.—Hants and Berkk M.C. Night nevi-

show. The Addison; promised and Leeds. 17.—Hand Barks M.C. Night navigation rally, starting from the Queen of Hearts Cafe, Hindhead, Surrey, 9 p.m. North Devon M.C. Houllord Meenth and the Meet Inn Hotel, Muddiford, Devon.

Getting to the Rootes of the the Garrad, Desmond Scannell and Stirling Moes in a pre-Rally discussion.

spoke in a light vein, some of the anecdotes being so humorous that the sub-sequent atmosphere of gaiety was completely assured.

After the dinner Mrs. Rivers Fletcher presented a great array of prizes, dancing subsequently proceeding until the following day.

DURING last season I frequently met Dick Habershon (who will be re-membered as a former owner of one of the beautiful little 12-litre G.P. Delages) and George Williams, racing manager for the Castrol firm, at the various Grand Prix venues, invariably surrounded by cine cameras, microphones and coils of wire. All this resulted in the production of a comprehensive film entitled Buropean Motor Racing, which has now been given its premiser by the sponsors, C. C. Wakefield and Co., and should be much in demand for showing at club meetings and festivities. It covers aix international car events, including Silverstone, Brands Hatch, Spa, the Nurburging, Prescott and the T.T. at Dundrod; George does the commentary, the film is in colour and it lasts for approximately forty minutes. Enquiries concerning this excellent production should be made direct to the sponsors at 46, Grosvenor Street, London, W.1. Prix venues, invariably surrounded by

CLUB NEWS

750 Motor Club.—The awards won at the Eight Cluba Silverstone race meeting in June, 1951, will be presented at the annual dance of the 750 M.C. at the Royal Hotel, Southampton Row, London, W.C.I, on Wednesday, January 23. The dance will include a buffet supper. Tickets are 5s each from Hazel P. Williams, Oakridge, The Ridgeway, Northaw, Hertfordshire.

Hertiordshire.

Hants and Berks M.C.—A.G. Imbol will give a talk during the monthly club meeting at the New Inn. Eversley, Hampshire, on January 25, starting at 8 p.m. The night trial, to be run on January 26-27, has received a good entry. (Closing date for entries in January 19 to C. D. F. Buckler, 85, Woodcote Road, Caversham, Reading, Berkshire). The most standard of touring cars should stand a fair chance in the event. Start will be from the Queen of Hearts Café, Hindhead, Surrey, at 9 p.m. The point-topoint on January 13 was quite a family affair, in which an excellent entry was ody too keen to thow its map-reading and navigational skill. The winner was A.C. Tooth, driving a Rolla-Royce.

Southess M.C.—The annual President's

Southeen M.C.—The annual President's Trophy Trial will be run on February 10 over a 40-mile course. Regulations for this event will be published shortly.

Cranleigh and District M.C. and C.C.—A. T. Leighland has recently been elected the club's new honomersy secretary; his address is "Cornerfield," St. Nicolaa Avenue, Cran-



(Under the management of Mr. K. E. Smeeton, formerly London Service Manager of Alvis Ltd.)

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In the "Motor Sports" analysis of the result of the leading International Sports Car races of 1951, the Frazer-Nash is placed first, and described as "the most consistently successful sports car."

These successes were all gained by privately owned Frazer-Nashes against works-entered and driven cars of greater engine capacity-often as a lone entry against teams.

First English car in the Mille Miglia and the Circuit of Sicily, the Frazer-Nash is also the first English car ever to win the Targa Florio. Frazer-Nashes hold the also the first Enguen on Targa Florio. Frazer-Nashes hold the Targa Florio. Frazer-Nashes hold the Sports Car record (irrespective of capacity) for Silverstone, Bo'ness and Shelsley, the Class E International 200-miles record, and in the "Alpine" the only Frazer-Nash entered made equal Best Performance of the trial, also winning a Coupe Des Alpes and the Class against heavy foreign

The Frazer-Nash is built entirely by hand at our works to the highest standards of design and construction.

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#### CLUB NEWS

North Devon M.C.—Invited clubs in the Houlford Memorial Trial on January 27 are the Bristol M.C. and L.C.C., Exmoor, N.W. London, Plymouth, Taunton, W. Hants and Dorstet, and the West of England M.C. The trial will start at 10.30 a.m. from the New Inn Hotel, Muddiford, Devon, three miles from Barnstaple, Entries should be addressed Willson, Combe House, Combemartin,

Midland M.C.-The Kitching North Midland M.C.—The Kitching Trophy Tr.al on February 17 promises to be a lively affair. It is hoped that Stirling Moss will compete in T. C. Harrison's Harford II with John ("The Autocas") Cooper at his left hand, and it is likely that Reg Parnell will be in the field. Spectators who wish to follow the course will be given route cards at the start, at the Rising Sun Hotel, Bamford, Derbyshire, 10 a.m. The annual dinner and dance, on Friday, February 15, should provide a good prejude to the event. North

Hall-litre C.C.—On Friday evening, February 22, members will be celebrating the club's annual dinner and dance and presentation of 1951 awards. Venue is the same as last year, Park Lane Hotel, Piccadilly, London, W.I. Tickets, at £1 10s each, are available from K. A. Gregory, 8, Challoner Mansions, Challoner Street, London, W.14.

Old Merchant Taylora' Society.—The reason for this ancient nomenclature's sudden appearance in this column is that its members are busy with plans for the formation of a motoring section. It is hoped to run rallies, driving tests, hill-climbs, and so on. Interested O.M.T.s are invited to contact G. Connelly, of 52, The Ridgeway, Kenton, Middlesex. (Temple Bar 7483.)

#### continued

Mid-Surrey A.C.—The annual general meeting will be held at the Queen Adelaide Hotel, Kingston Road, Ewell, Surrey, on Friday, February 1, at 8 p.m. Honorary secretary of the club is V. H. Tuson, of Little Acre, Starrock Lane, Chipstead, Surrey

M.G. Car Clab (N.W. Centre).—The premier awards in the N.W. Centre's first event this year, a navigation and map-reading rally on March 2, will be presented to the navigators in the winning cars, and not to their drivers. Regulations are still in preparation, but from all accounts it will be a stiff map-reading test in the East Lancashire area, starting from Bury.

The noggin and natter on February 6 will start with a film show of Shell and B.P. pictures at 7,30 p.m. Venue is the Flying Horse Hotel, Town Hall Square, Rochdale.

Leicestershire C.C.—The annual general meeting will take place on Wednesday, January 30, at the Bell Hotel (Windsor Room), Humberstone Gate, Leicester, starring at 8 p.m.

ing at 8 p.m.

B.A.R.C.—Those living in the Sussex area who were unable to see the midnight film matinée on January 11 will be pleased to hear that another showing of this excellent programme has been arranged to take place on February 1 at the Picturedrome, Langney Road, Eastbourne. The show will be preceded by an informal supper at the Mansion Hotel, Sen Front, Eastbourne, at which Lieutenant-Colonel Goldie Gardner will be the guest of bonour. Information and tickets are available from the honorary secretary, R. L. J. Ticchurst, 76, Peppercombe Road, Eastbourne.

#### IN BRIEF

Mr. P. R. Scutt has been appointed director and general mananger of the Telacemit company. He was formerly director of production.

Three new appointments have been made to the board of Wellworthy Piston Rings, Ltd. They are Mr. F. Blackith, technical manager; Mr. C. A. Clarke, engineer; and Mr. B. W. Angel, works manager.

Because of the world-wide distribution of its products, the Ford company of Dagenham will in future market spares and accessories under the trade mark of and accessories under the trade mark of EnFo. New appointments within the company include Mr. J. M. A. Smith, A.C.A., as director of finance and administration; Mr. A. Haselden, M.B.E., as director of manufacture; Mr. C. Thacker as director of supply and sales; Mr. J. L. Claridge, C.A., as secretary; and Mr. T. S. Rowntree, M.A., as assistant secretary.

Because of the continued expansion of the Champion Sparking Plug Co., Ltd., Mr. H. G. Starley, C.B.E., has been appointed deputy managing director.

On New Year's Day, the 22,000,000th British-made Goodyear tyre was produced at one of the company's factories at Wolverhampton. The tyre happened to be a massive 17.00-20in of the type supplied for B.O.A.C. aircraft.

A brochure has been produced about the 1952 Summer School of the Institute of the Motor Industry, which is to be held at St. Catharine's College, Cam-bridge, from August 23 to 30. Enquiries bridge, from August 23 to 30. Enquiries and enrolments should be addressed to the secretary at 40, Queen's Gate, London, S.W.7.

#### INFORMATION SOUGHT

Correspondence, addressed c/o The Autocar, can be forwarded on behalf of readers seeking the following information and handbooks:-

No. 16163. 1932 Wolseley Hornet
"T.E.L."—Maintenance hints and a handbook.
No. 16164. 1948 Land Rover
"J.H.W."—Experiences as to behaviour when g a caravan.

No. 1616S. 1930-31 International Aston Martin
"T.A.G."—All possible information, maintenance data, and a handbook.

No. 16166. 1937 PA-type M.G. Midget
"M.W.G."—Hints and tips on installing a
Ford Ten engine. What structural alterations are
needed, and what type of remote control gear
box will fit this engine?

No. 16167, 1936 Lagonda Rapler "J.P."—Experiences of fitting a Hillm ustin gear box.

No. 16168. 1938 Wolseley Twelve.

"A.B.O."—Advice on overhead and maint-

No. 16169. 1939 Morris Twelve-Four A.T.S."—All possible information, mainten hints, and a handbook.

hints, and a handbooks Required.

No. 16170. Handbooks Required.

No. 16170. Handbooks Required.

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I.S. H.—1936 Moris Trouber.

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T.L.—1937 L. D., Wolseley.

D.M. L.—1936 Rorer Fouricon.

D.M. L.—1936 Rorer Fouricon.

A.I. H.—1936 Rorer Fouricon.

A.I. H.—1936 Honer Fouricon.

M.E. W.—1935 Austin Seven Ruby.

W.H.E. M.—Morris Eight Series I or II work
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shop manual. "W.I.C."—1931 Austin Nine Monaco.

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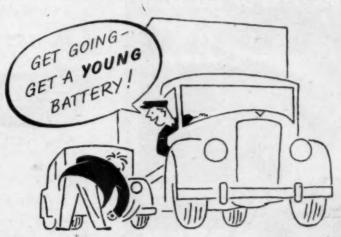
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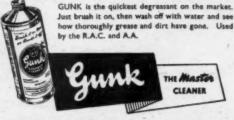
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A saliard unusual special 2-seater sports tourser, insecting the seatural countries of the seatu 1949 Allard 4-seater drop head coupe, grey with grey hide, 18.000 miles, new engine, new

10 40 gry hish, 18,000 miles, new engine, new book park Lane, W.1. Recent 4866, 1747, Kaling Rd., 2006, Park Lane, W.1. Recent 4866, 1848, And at 6 6, 12 Sander Rd., Cattord. S.R.S. Hither Green 4821, (4697) POTTER & RICHARDS offer cheite of fellowing Allards: 1950 anioen, black, radio, like new; 21,008, 1949, 6035, 1949, 6035, 1949,

A SLAND & TABOR, Ltd., Welwyn 401, offer with three months' guarantee — A LLARD saloon, type 919, registered 1930, finished, black, brown upholstery; £1.195. (4565)

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INDEX

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Amouances  Amouances  Anicolantes unders, etc.  Alicolantes Ballances Ballan	и	Agencies	73
Ballraces Baltraces Batteries, etc. Basteries, etc. Business cables, etc. Tombard Carbusettoris, Economisers Car Overs Countries of Hire Chronium Plating Clothing, etc. Towns of Hire Commercial Vehicles Commercial Vehicles Towns of Hire Exchange Export E	ı	Amoulances	35
Bailraces Bailraces Books etc. Brakes Cables etc. Carning Carning Cables etc. Carning Carning Cables etc. Carning Carning Cables etc. Carning Carning Cables etc. Coachbuilders and Bodies Commercial Vehicles Carning Cables Carnin	1	Axleshafts	21
Bailraces Bailraces Books etc. Brakes Cables etc. Carning Carning Cables etc. Carning Carning Cables etc. Carning Carning Cables etc. Carning Carning Cables etc. Coachbuilders and Bodies Commercial Vehicles Carning Cables Carnin	ı	Balancing	73
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	ı	Ballraces	73
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	п	Batteries, etc.	73
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	п	Brains Cables ate	77
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	и	Business and Property	21
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	1	Camshafts	73
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	п	Caravan Section	70
Cars for Rive Chroniums Plating Chroniums Plating Chroniums Plating Conchbullders and Bodden Commercial Vehichin Conversions To Conversions T	ı	Car Covers	23
Conversions Connections Connec	п	Car Radio	73
Conversions Connections Connec	ı	Cars for Hire	72
Conversions Connections Connec	ı	Clothing etc.	33
Conversions Connections Connec	ı	Coachbrilders and Bodies	23
Conversions Connections Connec	1	Commercial Vehicles	n
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	1	Conversions	73
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	1	Cylinder Orinding etc	72
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	1	Dynamos	27
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	1	Electrical Equipment	74
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	1	Engines and Accessories	74
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	ı	Excusive	33
Geer and Steering Boose Generating Plant Generating Plant Hotels and Rotel Guidee Hotels and Rotels and Rotel Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Rotels and Rotels Hotels and Shioping Parts and Accessories Parts and Shioping Rotels and Rotels and Rotels Rotels and Rotels Rotels and Rotels and Rotels Rotels and Rotels and Rotels Rote	ı	Garage Equipment	24
Hotels and Retel Guidee Independent Suspensions Independent Suspensions Insurance Insu	J	Gear and Steering Boxes	- 24
Hotels and Retel Guidee Independent Suspensions Independent Suspensions Insurance Insu	ı	Generating Plant	73
Machinery and Tuola, ele Basneton Basneton Basneton Basneton Miscollaneous Miscollaneous Mobile Canteens, Rischens, etc. Tr Motor Rearses Motor Rearses Motor Rearses Motor Rearses Motor Basneton Motor Rearses Motor Basneton Motor B	ı	Hotels and Botel Chuides	74
Machinery and Tuola, ele Basneton Basneton Basneton Basneton Miscollaneous Miscollaneous Mobile Canteens, Rischens, etc. Tr Motor Rearses Motor Rearses Motor Rearses Motor Rearses Motor Basneton Motor Rearses Motor Basneton Motor B	۱		70
Machinery and Tuola, ele Basneton Basneton Basneton Basneton Miscollaneous Miscollaneous Mobile Canteens, Rischens, etc. Tr Motor Rearses Motor Rearses Motor Rearses Motor Rearses Motor Basneton Motor Rearses Motor Basneton Motor B	ı	Insurance	74
Motor Hearnes 77 Mudguards 17 M	ı	Loose Covers	94
Motor Hearnes 77 Mudguards 17 M	1	Magnetos	20
Motor Hearnes 77 Mudguards 17 M	1	Mats, Rugs, etc.	74
Motor Hearnes 77 Mudguards 17 M	۱	Miscellaneous	74
Motor Hearnes 77 Mudguards 17 M	1	Motor Choles, Mischens, etc.	70
Parktus and Shiborine Parks and Accessories Radiators Mulfix etc. Parks and Parks an	1	Motor Hearses	20
Parktus and Shiborine Parks and Accessories Radiators Mulfix etc. Parks and Parks an	1	Mudguards	74
Radiators Mulfs, etc. Revairers: Welding etc. Repairers: Welding etc. Repairers: Running Boerds Funning Boerds Spares and Service Trible Spares and Service Trible Tryes and Tubes Types Type	1	New Cars	21
Radiators Mulfs, etc. Revairers: Welding etc. Repairers: Welding etc. Repairers: Running Boerds Funning Boerds Spares and Service Trible Spares and Service Trible Tryes and Tubes Types Type	۱	Parts and Accessories	73
Radiators Mulfs, etc. Revairers: Welding etc. Repairers: Welding etc. Repairers: Running Boerds Funning Boerds Spares and Service Trible Spares and Service Trible Tryes and Tubes Types Type	۱	Patents Experimental Work	73
Radiators Mulfs, etc. Revairers: Welding etc. Repairers: Welding etc. Repairers: Running Boerds Funning Boerds Spares and Service Trible Spares and Service Trible Tryes and Tubes Types Type	ı	Petrol Pumps	75
Running Soarus Second-Hand Cars for Sale, Wanted and Sparse and Service 45-70 Silvaners Silvaners Silvaners Silvaners Silvaners Silvaners Silvaners Thillers Trullers Trullers Tyres and Tubes Vare Guides 7	ı	Pistons Muste etc	33
Running Soarus Second-Hand Cars for Sale, Wanted and Sparse and Service 45-70 Silvaners Silvaners Silvaners Silvaners Silvaners Silvaners Silvaners Thillers Trullers Trullers Tyres and Tubes Vare Guides 7	1	Renairers Welding etc	13
Running Soarus Second-Hand Cars for Sale, Wanted and Sparse and Service 45-70 Silvaners Silvaners Silvaners Silvaners Silvaners Silvaners Silvaners Thillers Trullers Trullers Tyres and Tubes Vare Guides 7	ı	Rope Pulls	7
Situations Vernt and Wanied Speedonsters Springs 7 Springs 17 Spri	1	Running Boards	7
Situations Vernt and Wanied Speedonsters Springs 7 Springs 17 Spri	ı	Safety Glass	70
Situations Vernt and Wanied Speedonsters Springs 7 Springs 17 Spri	1	Spares and Service	1-70
Gileutions Vacant and Wanted Springs Springs Springs Superchargers Trailers Truiton Turison Tyres and Tubes Valve Guides Tales	ı	ORIOGE AUBUTUETS	76
Valve Guides	1		76
Valve Guides	1	Situations vacant and Wanted	27
Valve Guides	۱	Springs	70
Valve Guides	1	Superchargers	20
Valve Guides	1	Trailers	71
Valve Guides	۱	Tyres and Tubes	13
Wheels, Disos, etc ?# Windscreens 76	1	Valve Guides	26
Windscreens 76	1	Wheels, Discs. etc.	76
	1	Windscreens	3.0

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PRIVATELY coved, one orner, 1940 17the Armstone D.W.S. acking system one shot lubrication, good tree, D.W.S. acking system, one shot lubrication, good tree, butteries, etc., spotlight, windscreen demisters, whole car in immediate condition, sentine bargain; 2525 or Wastord 502, 2a, Bradshaw Rd. wetford, 1950, 50

188 1939 17hp, partition, forward SAUNDERS (100-Limousines) Providence North Audley Street, May[nir-294] [4283

A NY post-war Armstrong Siddeley Care Wanted
A NY post-war Armstrong Siddeley wanted —Corbitt &
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[4707]

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1947 Austin 8 de luxe 4-door esloca, black, brown interior, excellent condition, £535.

D. J. SHEPHERD & Co. (ENFIELD), Ltd., 495 Bertford Rd. Entield Boward (631. A USTIN 8. 1946 de luxe specimen.—See Chipstead
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1947 Austin 8 4-door saloon, exceptional condition, back, one owner, any trial; £315.—Herbert

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(Rampsteed Tube). Hampstess 6041.

1946 July Austin 8 d-door sacon, dark blue with blue with blue wings and upholisered throughout in blue leather, one owner from new whole our postively condition senerally in line with 1850 car; \$50.

(RAYS CARS LLONDON, L.d., 27, Oren Lance Carbon, and and Carbon, and Carbon, and Carbon, and Carbon, and Carbon, and C

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2595 -1947 Austin in 6e lune saloon, excellen condition, choice of twenty Austins; three months' guarantee; terms, ekchance; linte, 237 Briston Rill, S.W.Z. Tube Rill 3664;5.

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A DETIN 10 saloom, June, 1947, nice condition out, fitted disc wheels; any trial or exa-

1936 Austin 10 Lichfield sale tioned recently, a most reasonalcal an R OBBINS. 96-96. Hyper Richasond S. W.15. Tel. 4981.

£235 -1935 Austin 10 de luxe sale

1947 Austin 10, black, with brown atery, excellent condition; Dows, Ltd., 111-115, Addiscombe Rd., Crombe 306;

625 gns.—Austin 10, May 1946, de lune 4-doo very carefully used, exceptional changes.—Rowand Sm.th. be.ow 245 gns.—Austin 10 1957 mode terms, exchanges; ist; open 9-7 v days.—Elowand Smith, Hampsteed Hampsteed 6041.

£445 -1939 Austin 10 Cambridge de lune mi lant mechanically and one of the linear we chan the company of the linear we chan Landes OF WOOD GREEN, Pinchier Showrooms, Hub Bd. Pinchier, N.12. Pin. 6221.

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75 Orne-Austin A40, August 1948, Dorset miloste, mileage, acceptional condution; terms, exchanges; list, open 9-7 weer-days and Saturdays.—Sowiand Smith, Hampstead (Hampstead 1949). Hampstead (Hampstead 1949). Hampstead 6041, 1480.

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19 48 type 400 asloom, Bitsel Newton shock shoottors, Fyro headings, etc., colour bitse; also two other
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A.F.N., Lud., Palcon Works, London Bd., Isleworth,
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KEVILL DAVIMS 1997. Rev. fitted with radio and 1950 Bristol 401. Grey. fitted with radio and 1950 beater, in 100% condition throughout, sets. 1487 Mews, Berkeley Sq., W.I. Gro. 1888.

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1950 Eristel 402 coupe. low mileage, in most en-Perismoults Rd., Thames Ditton. Emberreoux 5851-22-1950 Bristel 401 saloon, black, beige leather, reage, mileage and beater, 12,000 miles only, one owner.

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1950 Briatol 402 convertible, in really beautiful condition.—Taylor & Crawley, 48, Kensing-ton Court, W.S. Western 6015. UNIVERSITY MOTORS, Ltd., sole distributors Lon-don, Home and Eastern Counties, Stratton House, 20 Piccadilly, W. 1. Grosvenor 4161.

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good tyres, excellent condition; terms, exchan Rowland Smith.—Below. 245 gns.—B.S.A Scout (August. 1938) 10hp good condition; terms, exchanges.—Rowland Sm good condition; terms, exchanges.—Rowland Sm

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[460]

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CPARE parts for 10hp and 12-6 fluid flywheel models:
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1948 with accessorias.

Buick convertible (full list see "American
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North Underground. 78t, Macasiley 2211 & 2212, 11985
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High Rd., Punchey, St. 18. Special straight eight 1938 5thp McLaughlin Special straight eight asloom, co'our black, immaculate condition to performance; £575.—F. D. Marriott, Langrid 1422 1998 3lhp McCaughillo Special straight sight along along of our black, immaculate condition, second and along the second and second sec

and COTETS 450. Prove to be represented by activity runner. Dever to be represented by the first part of the control of the co

1939 Buick Century saloon, calumn fact exceptional condition; £750.—Ledy Radcliffe Rd. Nottingham 84871.

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1949 Cadillac 4-door saloon, colour blue, ohy engles, and extra grant at extra grant at the color color blue, ohy engles, and extra grant at extra grant

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13.99 Chrysier Royal, late model, with steering column gear change, well maintained and in very good order throughout £445.

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Light 15. immaculate. radio. taxed; £825; ex-

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1929 model Citren Light 15, £300 bills, grey, excellent condition: £475, COMNAUGHT ENGINEERING, Portsmouth Rd., Send., Surg., Ripley 317E. (4770

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CE SERVICE STATION (LONDON), Ltd.,

CITROEN 'n could condition wanted —Tel. Valentine 2998

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DAVY for Daimlers. DAIMLER DAIMLER 2%-litre Consort, 1950 (October), black, brown hide H.M.V. radio, dual driving mirror, spare unused, 5,000 miles only; 22,500.

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Délimer 2½-litre saloon, 1959 (July), black, brown hide;
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1946 Daimler 24-litre saloon, excellent condition throughout; £1,150. — Fortsmouth Rd., Thames Dirton, Emberbrook 5551-2-3

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Distinct. Insign and needer, in excession order.

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1949 25-litre Daimler coups by Barke.
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Garage, Edgware. Tel. Edgware 4464.

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Ford 8, July, 1959, ds laxe saloon, dark e, very good condition; terms; exchanges.— Ford 8, 1958 model, saloom, black, good dition; terms; exchanges: list; onen 9-7 f Saturdays.—Rowland Smith, Hampstead Tube; Hampstead 6041, 295 gns .-

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339, Finchley Rd., N.W.3, Hampstead 4414, [4374

1947 Prof. Profest S.W. Eminusced 4314. [4374 1947 Rev. cond., 2585. 25.000 mHes, biack, prev. PrickFORD, Ltd., 8, Upper St. Martin's Lane, W. & 2. Temp's Bar 5358. Which was a second of the profession Distributors. W. A clayers have a concern selection of Fard Prefects W. & always have a concern selection of Fard Prefects W. & always have a concern selection of Fard Prefects and the profession of Fard Prefects and the prefects and the preference of Fard Prefects and the preference of Fard Prefects and the preference of Fard Prefer

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1950 (Aug.) Prefect, belge; £775.—Senior, Inwood Rd. Park, Hounslow, Hou. 1988. [4452 1939 Ford Prefect tourer, splendid running order; 2335.—85. The Chase, S.W.A. Macaulay

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1948 photology, 19,000 miles; 5 months written caracter & Words, 19,000 miles; 5 months written & Words, 19,000 miles; 5 months with the words, 19,000 miles; 5 months written and 19,000 miles; 5 months with the words with the w

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Fairlands 6497.

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G. & R. GARAGE, Ltd., 33, Victoria Rd. Jurbiton. Elmbridge 4883.

1950 (September) Pilot, blue leather, radio 10,000 miles; £895,—Jacobs, 4, way, Hooe, Nr. Plymouth, Plymstock 2080,

1939 Ford V.8 22 4-door maloon, reconding engine, unrepeatable offer; £295.
Motors, Palmerston Rd., N.W.6. Mal. 4725.

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8773.—94. Gt. FORLANG SR., W.I. Lan. 1843. [4587]

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L 2008

A CLAND de TABOR, Lod., Weleyn 661, offer with the three months' guitantee:

MERCHEES Type 560R forp head fourmone coupe. The first registered in the coupe of the cou

MERCEDES in good our vitios wanted —Tel. Valentine

MERCEDES BENZ (OT. SRITAIN), Ltd., offer: MERCEDEB-BRNZ (OT. SRTTARD), Ltd., ofter—
TVFF 500 47-Saster captrolef, right-hand steering reper with red heather, in exceptional condition.

19 28 7ype 520 20m 47-5st. cabriolet with ConSWARMORE OARAGE, 1176-1150. Chi-stichurch Rd.,
Bocombe. Tel. Southbourne 1022. MercedeBanz 500K 1037 4-5-1K. cabriolet, reconditioned entite conBocombe. Tel. Southbourne 1022. MercedeBanz 500K 1037 4-5-1K. cabriolet, reconditioned entite con14 1 to myere captrolet. exchange, terms... (231

MERCEDEB-BRNZ, 1937 type 170V. right-hand drive
MERCEDEB-BRNZ, 1937 type 170V. right-hand drive
MERCEDEB-BRNZ, 1937 type 170V. right-hand drive
aboun, finished dark green, new 11th Marshall headspect and for lights fitted besier. S new tyres, etc.
when is sole reason for sale, capable of high swepset
in comfort at accent 30 type. turker carticulars, photoand (right to senation encolrise, offers around 2023.—
Marx Goossen, Ltd., Se Hand & "Selburch, Tuffdark Consens. Ltd., Se Hand & "Selburch, Tuffdark consenses.

OE THOMPSON (MOTORS), Lid., offer:-

19 19 Mercury 4-door seloon, colour black, all 19 19 extras, one owner.
OE THOMPSON (MOTORS), Ltd., 97, Fulham Rd., South Kensingtop (next to Michelins), Ken. 4556.

1949 6-seater fixed head coupe, powder blue and chrome with noisn seat covers, perfect condition, £1,030.—Lady Bay Garage, Radeline Rd., Not tingham 54971. M.O.

PC DERFORMANCE CARS.

DERFORMANCE CARS.

NNEST's election of M.O.s. three months written guarantee. We offer:

G. T.G., choice of three: £695, £595, £595 (1946, 1947).

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195 MAR MART. Ltd.

1949 M.G. TC 2-seater, 6.000 miles; £825.—Car Fuston 1212 Mart. Ltd., 520. Euston Rd., N.W.1. (4915)

WOODBAIN CARS offer:-

WOODBAIN CARS offer:—

M.O. Shp. P:type 4-seater, Opalescent ied, any 215—M.O. Shp. J2 sports 2-seater, really marrificent, 2 sports 2-seater, black, a real breach, 155—M.O. Ishe open sports 2-seater, mechanically irreproachable, loon blue, fixed propers and the seater of the control of the WARWICK WRIGHT, Lad., offer:-

1950 af.G. 14-litre saloon, black, beige leather.
WARWICK WRIGHT. Ltd., 150, New Bond St., W.1.
Mayfair 9761. Mo 1938 T.A. sports 2-seater, black; £445.

M.O. 1938 T.A., new angles

.G. 1938 T.A., new engine May, 1951, red; 2465. Parade Motors (MITCHAM), Ltd., 66-67, Monarch Parade Mitcham, Tel. Mit, 3592, [3716]

D. J. SHEPHERD & Co. (ENFIELD), Ltd., offer:-

1919 T.C. M.G., colour black, green lealher up-hoistery, excellent condition; 2784, 1919 and 1919 and

A CLAND & TABOR, Ldd. Welwyn 481, offer with the mouth's guarantee:

M G, Wi-liter Tickford foursome coupe, registered M February 1939, finished black, being uphoistery, adds. heater, 2899.

1939 M.G. J.2 2-seater, red. in truly remarkable condition: sp'endid performance; 2225.

MAGDALEN MOTORS, 511. Trinity Rd., Wandsworth Common. Battersea 5573. [4666

£475 -M.O. TB type 1940 open 2-str., excellent Congress on Carlotton throughout; many others. B London. W.11. Park 5066-7. Open Mon. to Sat. 4-6. (50vd. Holland Park Tube.)

1950 TD, as new. first offer over £900.—Ward, 255.
Horbstry Rd., Wakefield. Tel. 4107. [4432 BEARTS, of Kingston M.O. specialists sales, spares repairs, -102, London Rd., Kingston, Tel, Rin, 3348 1947 M.G. T.C. sports, green, immaculate; £685 or offers, Tel, after 7, Wordsworth 7104.

M.G. 2-seater J.2 type, good condition.—Bear Service, 26, Queensway, Bayswater, W.2. Bays 1948 (June) M.G. 114-litre saloon, black, green leather, very carefully used; £865; exchanges

HAROLD WEBB MOTORS, Ltd., 765-767, Romford Rd., Manor Park, E.12. 11ford 0881. [3655

£299 -M.G. T.A. 2-seater, one owner last years. Value Cars, 362, Upper Richmo 1949 (October) M.O. T.C. 2-seater, black, red leather, speedo reading 8,000 miles, excel-

PiPCO, Ltd., 16, Albemarle St., Mayfair, W1. 1947 M.O. Midget, low mileage; £695.—Barnes, 2021 Mai 1827.

M.G. 2-litre Coacheraft d.h.c., excellent mechanically wonderful lines, good tyres, radio, hood; 4550.

1950 M.G. 11/4-litre saloo maculate: £1,095.-wood, K.ng's Lynn, Tel, 4129.

160 miles.—1950 (November) 1½-litre M.G. saloon. duallescent green, not taxed 1951.—Broadway Motors, 67. High St., Hounslow. Tel. 0175.

1937 M.G. 2-litre sunshine cale maculate; excellent mecha £375.—Kings Motors, I. High St., Hound

1947 M.G. T.C., red. beige leather, excel

59 5 seater, black, green the second second seater, black, green the seater black, green the seater black, green the seater black, green the seater black and s

The state of the s

M.O. 2-litre saloon, 1957 model, in first-class of tion throughout; £440 or near offer. Gie Green market, Canavana, Ltd., London Rd., Sells Wilts, Salisbury 1979.

1938 2-littre M.O. Tickford d. h. coupe, marcon, marcon, marcon hood, bine leather int., racke, heater, disce, etc., compensation on every box and beck axt. by makers, exceptional cond every box and beck axt. by TicKFORD Ldd., S. Upper St. Martin's Lane, X. 4204

1 Temple Bar 3556.
2495 hauled, green, beige laather uphotstery.
25 hauled, green, beige laather uphotstery.
25 hauled, green, beige laather uphotstery.
26 hauled, green, beige laather uphotstery.
26 hauled, beige laather laather, beige laather laather, beige laather, bein laather, beige laather, beige laather, beige laather, beige la

1934 M.G. Shp J.2 sports 2-seater, red.
1964 late condition over £100 recent reconditioning throughout; best offer secur Achton, Fore St., Harlow, Essex.

2666 —1947 M.O. TC sports roadster, black motor show, whole white sopiless and beautiful conditions on the sport of the motor show, whole white sopiless and beautiful conditions of the sport of the sp

1950 (Aug.) M.G. 1½ saloon, maroon leather, fitted heater, one own miles, as new; £1 125.—Gibsons Sports Cars Lid., Lyndhurst Rd., Christchurch, Hants.

1950 (August) 11/-litre M.G. saloon, genuine age 12.000, colour marcon, marcon indistinguishable from new £1.155.—R. S. Mead (S. Ltd., 42, Queen St., Maidemhead, Tel. Meidemhead

1949 (Nov.) M.G. 11,-litre saloon, finished in sun immaculate condition, assumed as the condition assumed as the condition as the condition

Tei. Wolling 1282.

ROSE & YOUNG, Ltd., offer: 1950 (Nov. M.G. 13,-litre saloon, low nilesse, spare 1 fited radio, black; £1,085.-65-69, Sternhold Streathan Hill. SW 2. (I minute Streathan Station) Tuise Hill 5464.

1938 M. G. TA 3-easier, encine recently residencements to the state of the state of

NAYLOR & ROOT, Ltd.—1948 M.G. T.C. spor heater, black, green hids, 16,000 miles, unblem challed the characteristic of the characteristic of the characteristic of the characteristic of the with miles; terms available—25, East Hill, Clapham Jun S.W.18, Batt. 5272. Open 9-6 each week-day, incl.

S.W. H. Batt. Serz. Open re- 19381 11'2-11tre 12hp de Saturday.

1939 (registered October 1938) 11'2-11tre 12hp de 1939 (registered October 1938) 11'2-11tre 12hp de 1939 (registered October 1938) 11'2-11tre 12hp de 1939 (registered October 1939) 11'2-11tre 12hp de 1939 (registered October 1939 (registered October 1939) 11'2-11tre 1939 (registered October 1939) 11'2-11tre 1939 (registered October 1939) 11'2-11tre 1939 (registered October 1939) 11'3-11tre 12hp de 1939 (registered October 1939) 11'3-11tre 1939 (registered October 1

M.G. Bars Wanted

THE CAR MART, Ltd., wish 10 purchase M G. cars.—
S20, Euston Rd., N.W.I. Euston 1212.

ROWLAND SMITH'S, the M.O. buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (1948) SLOCOMBES OF NEASDEN.

SLOCOMBES.—Good clean M.G.s wanted, must be per-fect condition.—38-52. Dudden Hill Lane. N.W.10. Willeaden 4666. M.G. in good condition wanted.—Tel. Valentine 2008.

CASH immediately for good M.G.—E. F. Edwards, 28, Upper High St., Epsom 9400.
URGENTLY required, flow mileage 1948-50 M.G. 1½, saloon.—Gibsons Sports Cars (Christchurch), Ltd., Lyndhurst Rd., Christchurch, Hants, Tel. 1681. [3366 JACK ROSE, Ltd., want to purchase T.C. and 14, saloon.—Stafford Rd., Wallington, Surrey. Wallington 6677/S.

ROSE & YOUNG, Ltd.—Wanted, small mileage T.C.
Rose & YOUNG, Ltd.—Wanted, small mileage T.C.
Or T.D. M.G. urgently.—65-69, Sternhold Ave.
Streatham Hill. S.W.Z. (1 minute Streatham Hill
Station). Tulse Hill 6464 and 6182.

Station). Tules Bill 6464 and 6182.

MayFAIR GARAGES. Lid—Particularly good cash
Muyers of all models M.G.; telephone or write for
buyer to call.—Mayfair Garages. Lid., Baldeton Street
(opp. 6elfridger clock). Mayfair, W.I. Mayfair 3104-6.

M.G. Sparez.—New vertices. drives, rocker bushess,
for the common planta disparent grids. Mayfair clother bushess,
new window sense, 25 and P. cycle-type wings; prompt
and courteous service.—See P. & A. column.
DERMINOTOM, 198 and 161, London Rd., 10385
M.G. Guine, aske, sear box, reconditioning.

M.G. engine, axie, sear box, reconditioning, 1600n M.G. engine, axie, sear box, reconditioning, 1600n sew rocker shafts, busbes, valves, guides, aorinas keta, wire wheels supplied and repointed, road sri new and reconditioned.—A. E. Witham, Queens Ga Queens Rd. Wimbledon (Batton) B. W. 19. Liberty TOULMIP MOTORS specialise in M.G. and M.G., and W.G. and and W.G. and W.G. and W.G. and W.G. and W.G. and W.G. and W.G.

WRITE or 'phone Toulmin Motors, 345, Staines Ref. Hounslow, Middlesex. Tel. Hounslow 2238 and

Morgan 4-4 4-seater 4 000 miles since Las stall's expension of the supersion of the supersi

4500.—Buscher, United English and State of State

Morgan Cars Wanted

ROWLAND SMITH'S, the Morgan buyers. - Hampstead High St. (Hampstead Tube). Ham, 6041, (0949) SLOCOMBES, of Neusden.

4-4 Morgan required, coupe or tourer, nice condition preferable, year immaterial, 38-52, Dudden Hill Lane, N.W.10, Willesden 4668. MORGAN in good condition wanted.—Tel. Valentine

Morgan & pares and Service

Morgan 44 official spares paris stockist; service and
repairs—Bastl Roy, Md., 181, 04; Fortland &,
Wil. Langham 773.

Morgan Spares paris stockist; service and
Spares and Spares and Spares in stock—F. R.

Douglass, Morgan Specialist, ia, South Earing Rd.
Ealing. W.S. Ealing 0570.

MAR MART, Ltd. MORRIS MINOR

1950 Morris Minor mloon, 6,000 miles; £850.

1950 Morris Minor tourer, 3,000 miles: £850.

1950 Maris Minor tourer, 3,000 miles: £785.

22 Mari, Ltd., 150, Park Lane, W.1.

R. F. FUGGLE, Ltd.

1949 Morris Minor saloon, black, one owner, 11,000 miles; £775 slow, one owner, 11,000 R. 1e85, one owner, 11,000 R. 1e85, one owner, 11,000 p. 16,000 miles; class, one owner, 11,000 p. 16,000 p.

1950 Morris Minor mloon, black/beige 15, miles, one owner; choice of two from £7 three months' guarantee; terms, exchanges; lists. 2 Rixion Hill, S. W.Z. Tulle Hill 3664-5.

1949 Morris Miner tourer, marcon. 13,000 miles; 2590.
44—46. Aldermans Will W.\$3. Tel. Palmers Green, 7495, 7173.

H. A. SAUNDERS, Ltd., offer:-

1950 Morris Minor saloots, black with beige up-836-842. High Rd., W.12. Hillside 0024, [4230 C.M.I. CAR SALES (Pri. 6625) offer:-

1950 Morris Minor saloon, heige, good condition throughout,—Swiss Cottage, Finchley Rd.

TOMOBILE & ALROSAFT SERVICES, LAG. 1950 Morris Minor mices, marcon, 18,000 miles. MARLBOROUGH Works, Kenton, Tel. Wordsworth

1950 Morris Minor Tickford conversion. marcon, one owner, 10.000 miles, as new. Tickford Ltd., 8, Upper 88, Martin's Lane, W.C.2. Temple Bar 3338,

1950 (Oct.) Morris Minor saloon, bis upboatery, 6,000 miles, condition a Wilcolff (SEOUGH), Ltd., Chandon St., Bucks, Tel. 21429. 1950 (December) Morris Minor tourer, 10.00 miles as new; £775; T.D. M.O. wanted.

1950 Morris Minor saloon, low mileage, showroom condition; £825.—Rushmer Ho.land Park, W.11. Park 5731. 1949 Morris Minor convertible, black, one or ton Hall, Lowestoft, Blundestom 308.

MORRIS MINOR tourer (Nov., 1949), genuine one owner. 10,000 m. les car. in immaculate condition. margon with be.se upholitar y. 269. BRISTOL STREET MOTORS. Ltd., 184-186. Brittel St., Birmingham. S. Tel. Mid 3961. (4145

1950 model Morris Minor saloon, 11,000 miles, as brand new; £775.—Bruce France, Sa. Cromwell Mews. South Kensington. Fig. 0513.

1949 (July) Morris Minor mloon, green with beater, 16,000 miles; £750.—L. F. Dove.

Minor saloon, maroon/beige, E.M. loose covers, one owner, moderate A. Saunders, Ltd., 144, Quiders Gr peedwell 0011. 1950

1949 (October) Morris Minor saloon, marvon, or the first saloon miles one very meticulous or the first saloon miles one very meticulous or the first saloon miles of the saloon marvon, or the first saloon miles of the saloon or the first saloon or

1949 Morris Minor 4-seater tourer (late 1949), maroon, one owner, £795, extras included yalue £40, perfect.—Harrib, 21, Queen's Gate Mews, 8.W.7, or Welcock, 1028 9.30-5 week-days. (4994

1950 Morris Minor 3-door seloon, finished patinoms of the control of the control

1950 (September) Morris Minor saloss, one o genuins guaranteed mileage 9,000. 'tinguishable from new, £885.—R. S. Mead (Sales), 43, Queen St., Maldenhead Tel, Maldenhead 345)

7 5 gns.—Morris Min.r. June 1950. Sourer.
Carolil orner, aimost new condition: terms, existentials, open 9-7 west-days and Saturdays.—Rollerith, Hampstead Hampstead Theby. Hampsteads

Marris Minor Cars Wanted

M THE CAR MART, Ltd., wish to purchase Morris Minor cars.—330. Euston fld., N.W.I. Euston 1212. (0716 A S new, post-war Morris Minor required .- 33, Broad-walk Court, W.S. Tulse Hill 1288 (day). [0748 A 1949-50 Morris Minor wanted privately for each.—
McManus, 178 Normanton Rd., Derby. 14794 A LMOST new Morris Minor required; cash payment.—
Morley S4, Streatham Hill, S.W.S. Tuise Hill 4489.

RAYMOND WAY MORRIS EIGHT

AYMOND WAY OF EILBURN.

AYMOND WAY, the hire-purchase specialists

TATMOND WAY, the hire-purchase resonant to the red process of the second to the second

MEBES & MEBES, Ltd. (Est. 1895). offer:-

1938 Morria Shp de luxe 4-door maloon, black, blue condition and tyres excellent, well above average and in ordeinal condition. 2595.—The Broadway. Mill Eill. N.W. 7. Tel. Mill. 2010.

1939 Morris 3 reloon de luze, reconditioned desarra MADDALEX MOTORS, 311. Trinity Rd., Wandsworth Common. Batterses 5575. [466] 1947. Morris 8. one owner: £560.—May, South Cor-

£210 -Morris Shp. 1956, many extras good condition. 42, Averill St., London, W.6. [4152

1946 Morris 8 2-door saloon, faultless condition;

1947 Morris Shp 4-door saloon, black, brown food Used Cara), 215, Haverstock Hill, M.W.S. Prime A441

395 gns. - Morris 8, 1959 mloon, grey, very good condition; terms. exchanges. - Rowand Smith.

1947 Morris 8 4-door saloon, black; He

1947 Morris 8 saison, one owner, 4575. \$15. Finchiey Rd., N.W.5. Hamper

£325 -1958 Morris 8 4-door saloon, p throughout.—Ker, 75, Brighton Ed., JARVIS conditioned 1947 Morris 8 salous —Jarvis of Wimbledon, Morris House.

1938 Morris 8 4-door saloon, excellent cos E320, Reves Motors Grand Parade Arnold Monday

1938 Morris 8 alu., black; \$290.— CATEHOUSE offer Morris 8 2-door mloom, black, in r excellnet condition; £585. Gatshouse Motors, Ltd., Highgate Village, London, N.6. Mou. 4444.

1938 Morris S E-door saloon, just fitted rec engine; £295.—Bells Service Garages. London Rd. Kingston-on-Thames. Kingston 1185

TEHOUSE offer 1936 Morrisblack, in excellent conditions, Ltd., H shgate Village, 1

1936 Morris 8 2-door saloon, just fitted ment engine, chassis 100% mecha nodywork and interior all original good tyres. THERE MOTORS, Colinette Rd., Upper Richmond Rd., S.W.15 Tel. Putney 3593.

£225.—1936 Morris & minom. excellent ( 6.W.12 (100 yards Clapham South Tube) £450 September, 1939, Morris 8 4-door to black with brown upholstery, very goo

WALTER SOUTE Ltd.—1939 Morris 8 2-Walcon, bleck brown hide, 1948 condi-terms. exchanges.—59 College Crescent N.W.3 (Finch ey Road Tube) Frt. 5914.

1950 (Aprill) Morris She dual purpose 5-passenge 1950 (thilly, removable seats, immaculate condition throughout, 2675 or reasonable deposit and week or mosthly repayments; all letters answered.—Box 550

A new post-war Morris 8 required.—30. Ryecroft Rd., 8.W 16. Tulse Hill 1288 (day). (0747) PRE-WAR Morris 6hp saloon wanted.—British Star Oil Co., 65, Highbury Park, N.5. Can. 1650. [8260 ROWLAND SMITH'S, the Morris 6 buyers.—Hamp-stead High St. (Hampstead Tube). Ham. 6041.

CASH buyers of low-mileage Morris 6s, distance no object -Hattons Lord St. Southport Tel 2266 REQUIRED urgently, post-war Morris 8.—Lone. Frank & Wagstaff 5-5, Crouch End Hill, N.S. Mountview 4401.

OVERSEAS CARS, LIST TEN

1948 Morris 10 saloos, green with green leather.
O'ERREAGE CARE Ltd. 227 groupson Rd., Knightstidge, S.W.I. Tel, Kenaington 7475.
B. J. HUNTER Ltd., offer:—
19492

947 Merris 10 salson; choice of two; £675. B J. HUNTER, Ltd., 22, Cricklewood Broadway, 18564

M.I. CAR SALES (Pri. 6623) offer:-947 Morris 10 4-door saloon, one owner, imma-culate.—Bwiss Cottage. Pinchiey Rd., N. W. 3 1948 Morris 10 saloon, black with brown 10sterior PREARING were nice condition; 2795 Ltd. 200-220.

PREARING CONTROL OF THE CO

M ORRIS 10.6 saloon 1955, excellent original condition, one owner, 55,000 miles only; £245 CENTRAL SERVICES, 97. Station Rd., 5.dcup. Kent., Tel. Pootscray 4596.

1946 (July) Morris 10 micro de luse, recellulosed had attractive car throughout: £555 COLES GARAGES. Worsle Rd., Wimbledon, London, 18857

1948 Morris 10 sun mioco, dinished beigo, testher uphorisery, moderate mileuse: Falto HAVES, Lid. 15, Bishops Birder Ru., dineton W.2. Paddington 0689

1939 Merris 10, reconditioned throughout.
1939 Lugushabis in appearance and perfor
1946 mode, £540.
MAGDALEN MATORS, 311, Trinity Rd., Wands
Common. Batterses 5575.

1939 Morris 10, black and red leather; Blue Star Carages, Ltd., 617, Finch Hampitead N.W.S. (Hem. 2254-6.) JARVIS conditioned 1947 Morris 10 saloon, ing roof; £/15.—Jarvis of Wimale House, Morden Rd., 8.W.19. Liberty 8221 MORRIS 10, 1939 model, in excellent condition completely over hauled at a cost of over completely price £350; no often.—Box

1948 model Morris 10 minon, of tionally well maintained Ltd., 225-7, Hammersmith Rd., W.S. 1947 (July) Morris 10 saloon, black, b holstery, radio, loose covers, go taxed, excellent condition; \$595,—Barba Mote

545 gns.-Morris 10, April 1947, de collent condition; term, exchanges; list; cps days and Saturdays.-Rowland Smith, (fhunption Tube). Hampited 6041.

(Rimpstend Tube): Bampstend 6041. [1603]
1948 Martie 10 4-600c misons, black with brows
hauled by main distribution, including works recondityres, body condition as new now ready for a further
5000 miles: 2855.
GRAYS GARS (LONDON), Ltd. 277. Green Lanes,
London, M.13. Faltners Green 2856. [3853]

URGENTLY required post-war series M Morris 10 maloos. MI. FRANK & WAGSTAFF, Ltd., 8-8, Crouch End Hill, N.S. Mountview 4402. [6801 ROWLAND SMITH'S, the Morris 10 buyers. - Hame stead High St (Hampstead Tube) Ham 6041 CASH buyers of low-mileage Merris 10s; distance no object.—Hattons, Lord St., Southport, Tel. 2266. A Brae Court, Eingston Hill. Surray. Tules Hill 2769

(day).

1937 Morris 12 sa.con, 6325.—Barnes, 315. Finch-lay Rd. N W.5 Hampstead 2021. [800]

29 5 sha.—Morris 12, 1836 model, Series 2 foursome lealher, very good condition; terms exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith. Blambead (Bangsted Tube). Hamostead 6041. [4658

ROWLAND SMITH S the Mortis IF buvers - Hame clear High S: (Numprates) Tobics Rame (001)

MORRIS POURTERN
MOTE JOHN micon de luse, real bargain;
Wilberard Caracott, 155, Wilbreham Rd.
Wilberard Caracott, 155, Wilbreham Rd.
Tatte hours, dinle 3154.

CAR MART. Lod, MORRIS OXPORD

1950 Morris Oxford saloes, 7,000 miles: £1.095. —Our Mart Ltd., 830, Euston Rd., N.W.1. MILIP RICKARDS, Ltd., offer:-

1950 Morris Oxford, marcon, 9.000 miles 4. WARWICK WRIGHT, Ltd., offer:-

1950 Morris Oxford mioses, black, brewn insther, 1950 Morris Oxford anison, green, brown lanther. WARWICK WRIGHT, Ltd., 136, New Sond St., WI. May Lin; 761. Maytair 9763.

1950 (Sept ) Morris Oxford salsets, green. 8,000
WILCOX (SLOOCH). Ltd., Chandes 8t., Stogth, 14594

1951 Green & Zonis, Ltd., 246/252 Manchester S. Tel, Desnarate 5325 6. 1949 Morris Onford, grey excellent con

1949 Marris Oxford ald. beautiful order: Sm th and Hunter, Ltd. 376, Ke High St. London, W.14. Tel. Western 2312.

1949 Marris Oxford, Il. 000 miles, colour b E875, —Clayton's Cars (London), Ltd., Puston Rd. London, M.W.I. Tel Euston SESS IV in 1950 Morris Oxford saloon under 10.000 mires new condition, choice of two grew or marcon.

Marris Galard Cars Wanted

THE CAR MART, Ltd., wish to purchase Morris Oxford cars.—150. Park Lane, W.I., Grosvenor 5433. 10717 A S rew post-war Morris Outord required -50 Rec-A LMOST new Morris Oxford required; cash payment.

Morley, 54, Streatham Hill, S.W.2. Tules Hill \$400.

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CAR MART. Ltd.

1949 50 Morris Six saloon, 8,000 miles; £1,025.— Grosvenor 5454, (4916 PRIDE & CLARKE, Ltd.

2945 -1949 Morris Six saloon, beige beige Morrises; three-month guarantee; terms, exchanges; lists.—27 Brixton Hill, S.W.2. Tulse Hill 5664-5, 1488 1950 (Oct.) Morris Six. 2.000 miles.—Ernest Sutton. Tel. Rogate 4 (trade only). [4880

1950 Morris Six saloon, 4,000 miles.—Autowork, Ltd., Winchester, Winchester 4854, [4212] 195') saloon black, H.M.V. radio, heater loose covers, carefully serviced; £1.050 —Campbel Symonds, Wembley 6262.

1950 Morris Six saloon, black, brown hide, recorded milease 8,000, fitted radio and
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DENHAM SERVICE STATION, Ltd., Denham, Bucks.
Tel Denham 2266. [4650

1949 Morris Six salcon, marcon, one owner; £885.

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ARGEST and quickest spares service in the South
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A LATE model Packard 4-door saloon, colour blue, registered April. 1950.

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1951Packard 200 de luxe 4-door sedan.

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1939 Pontiac 4-door saloon, engine and greatest reconditioned, in perfect 6425.—Wimbush & Co., Ltd., Abbey 6896,

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Renault 14hp 7-seater limousine, excellent condition; £375. RENAULT 4-door 9hp 1948 mileage 20,000 perfect condition, economical and good looking: £560.

1950 (Jume) 769 saloon, 9,000 miles, radionally Clinton House, Notts, Tel. 2478. WELHAM'S RENAULT SALES & SERVICE, Surbi-ton Hill Rd., Surbiton (Eimbridge 1973), have a small selection of used Renaults.

1950 (Nov.) Renault 760cc 4-door saloon, 10.00c miles, winding windows, metallic grey: £850. Thuell, Grasmere Garage, Torquay, Tel. 2355, [4167]

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1946 Riley lije-litre, 25,000 miles, black/red leather, perfect throughout: £925.
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1949 Rije 26-litra m.oon. fitted with beater and 1949 Rije 26-litra m.oon. fitted with beater and 1949 Rije 26-litra 25-seater sports, many extras; clip 26-litra 25-seater sports, many extras; cs. Swanses 55132/5 BEARTS, of Kingston, Riley specialists, sales, spares, repairs, -102 London Rd., Kingston, Kingston 3348.

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L heed brakes, etc., excellent condition, engine may
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R OSE & YOUNG, Lad.—Wanted, small mileage I.

R of 24-11re Riley 1950 model, if possible.—65Sternhold Ave. Streatham Hill, S.W.Z. (1 mins
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1950 Rolls-Royce 25/30hp foursome flaed coupe by CAR MARY. Ltd., Glincester House, 25/30hp foursome flaed coupe by CAR MARY. Ltd., Glincester House, 150-60-71, Ltd., Will Corners of Hecalilly, Grovernor 325, 4311.

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1948 Rolls-Royce Silver Wraith touring limousine, hody by Hooper, one owner, black, 19,400 miles; 45,750.—Loffet, 54, Somerset Rd., Birmingham, 15.

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1948 ville body by H. J. Mulliner, black bei upholstery, electrically controlled division and re-bind, interior heart and radio, one owner, first recipind, interior heart and radio, one owner, first recipind, interior heart and radio, one owner, first recipind, interior heart and radio, one owner, first recipind of the price of

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1939 Talbot 2½-lifte d'Elegance aports 4-door looks and time like £2.000 carl, £6.000 km and time like £2.000 carl, £6.000 km and time like £2.000 carl, £6.000 km and £6.

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TVALBOT 10 (1987) car show 2-seater drop head by Abbotts, one owner, genuine 25,000 miles, scored 6 years, recollissed black, new hood, carpets, etc., overhaused (bills), excellent bargain; £395.—Wes. 7595.

[4247]

\$\frac{4.50}{2.45}\$ \text{-\frac{1.0}{6.10}}\$ \text{ fax: 1938 model Talbot 3-liter de \$\frac{4.50}{2.45}\$ \text{ luxe saloon, very clean condition, leasified runner; soud tyres, unrepeatable differ—Blax Motors, 150-154, West End Lane, N.W.6. Hampstead \$\frac{4.90}{4.967}\$.

395 cns.—Talbot 10, 1938, sports salcon, green, sexcellent condition, terms, exchanges; list; open 9-7 week-days and Saturdays.—Rowland Smith, Hampstead (Hampstead of Tube). Hampstead 6041; iii. [462]

CASH immediately for good Talbot.—H. F. Edwards. 26. Upper High St., Epsom 9400. [4854 R OWLAND SMITH'S, the Talbot buyers.—Hampstead High St. (Hampstead Tube). Ham. 6041. (0991

PRESELECTOR gear boxes.—H. & A. Engineering, 35.
Grant Rd., Addiscombe 2951.

CAR MART, Ltd. TRIUMPH

1950 Triumph Mayflower saloon, heater, 3,000 miles; £1,065.
Triumph 1800 Readster, 16,000 miles; £925. 1950 Triumph 2000 Renown saloon, heater, 5.000 miles: £1.375.—Car Mart, Ltd., 150, Park Lane, W.1. Grosvenor 3484.

NEWNHAMS, Ltd.

1950 Triimph Renown saloon, black, with beige, most carefully used.
1938 Triumph lön Vitease aloon, excellent con-YEWNIAM House, 235-7-9, Hammeramith Rd., Lon-don, Wo., Riverside 4646.

1949 Triumph 1800 saloen, 22,000 miles: £1.08 Radlett, Herts. Tel. Radlett 6167

1948 Triumph 1800 saloon, ahowroom condition threuchout: £1.025.

B. J. HUNTER. Ltd., 22, Crickiewood Broadway, N.W.2. Tel. Oldostone 6303. ROSE & YOUNG Ltd., offer:-

1950 Triumph Renown saloon, excellent condition fitted H.M.V. radio and heater, gunmetal inian; 41,150 1949 Triumph 2000 Roadster, exceptional condition 1948 Triumph 2000 Roadster, exceptional condition Inside and out, finished champagne; £595.— Streatham Hill Station. Tules Hill 646. 1993 Streatham Hill Station. Tules Hill 646. 1993

THARLES FOLLETT, Ltd., offer:-

1950 Triumph Remown saloon, gunmeial, grey viced and guaranteed, has to be seen for condition to be 18. Berkeley St. M. May, 6266.

SERVICE Works and Stores, Barnsdale Yard, off Eigin Ave. W.S. Canningham 5356.6.

1949 Triumph saloon 2000, low mileage, unsoile gunmetal grey; £1,185,—Whittlek, Ashte Keynes, Swindon.

1948 1600 Triumph razor-edge saloon, black with marcon upholstery, in immaculate condition, one owner special bargain; £1.02.

RATCLISPE'S (PURLEY WAY), £1d., Puriey Way, Croydon, Surrey, Tel. Croydon, Sorrey, Tel. Croydon, Sorrey, Tel.

H. A. SAUNDERS, Ltd., offer:-

1950 Triumph Renown saloon, grey wi 836 /642, High Rd., N.12, Hillside 0024.

or SALMON AUTOMOBILES, Ltd., offer:-

1949 Friamph 2000 Roadster, grey with red leather, 1949 genuine 16,000 miles, new condition, £1095.

—Portsmouth Rd., Thames Ditton, Emberorook 5654-23.

TUY SALMON AUTOMOBILES, Ltd., offer:-

P f. SEWARD "Lingwood," Upper Bassett Ave.,
Soutnampton. Tel. Basset 68651 and 68652. [23.25]
D J. SHEPHERD & Co. (ENPIELD). Ltd. oder:

1947 Triumph 1800 Roadster, polychromatic grey. twin spotlights, etc. condition immaouste, taxed; £985. D. J. Shepherd & Co. (Enfeld), Ltd., 435. Hertford de, Enfeld. Howard 1651.

2-D. J. Shenherd & Co. (Bafeld), Ltd., 485. Hertford A. Eaned, Howard 1531.

[ORDON CARB (LONDON), Ltd.—1950 Triumph ReORDON CARB (LONDON), Ltd.—1950 Triumph (ORDON CARB (LONDON), Ltd.—1949 Triumph (ORDON CARB (LONDON), Ltd.—1949 Triumph (ORDON CARB (LONDON), Ltd.—1949 Triumph 1100 Roadster; 2855.

ORDON CARB (LONDON), Ltd.—1949 Triumph 1100 Roadster; 2855.

ORDON House, 373. Euston Rd., London, R.W.].

TRIUMPH Mayflower assound, registered November.

TRIUMPH Mayflower assound, registered November.

1 1950, Initiated grey, radio, heater, one orange.

misage: 21.050.

1949 Trumph 2000 sal., gray, away leather, ex.

1950 Trumph 2000 miles, fitted radio.

1950 Trumph 2000 miles, fitted radio.

1950 Trumph Report, low milesge, chauffur, ex.

1950 Trumph Report, low milesge, chauffur, low leaf, limmacaiste condition; 21.350—Below, Trumph Maylmore; 5.000 miles, mimecaiste states, sales, s

TRIUMPH Roadster, 2000 model, 1949, green/green, hide, one owner, 8,000 miles only; £975,—J. Davy. Western 8641. 1950 (Nov.) Triumph Mayflower saloon, radie, under 2,000 miles, virtually a brand new car:

13.05 - Minder J. 2000 miles, other J. 200 miles, beige 19.15 jeather; 15.000 miles, one owner, miles 19.15 jeather; 15.000 miles, jeathe

1950 Triumph Mayflower, black, 7,000 miles; 51,100—C. A. Peto, Ltd., 42, North Audley [4410 1949 Triumph 2000 Roadster, metallic grey, 14,000 miles, excellent condition; £895 — John Gray, 20, Hermitage Lane N.W.2. Speedwell 1242. [4950]

1949 Triumph 2000 Roadster grey with grey fully used, a really specimen car; £1,055.—Below. 1950 Triumph Mayflower salcon, marcos, belge tabler, nearly appelment and micro, marcos, belge tabler, heater and micro, marcos, belge tabler, heater and micro, marcos, belge table, and the salcon, marcos, belge table, and table, table, and table, table

Motors, Ltd., Bromiss, Kens. Rav. 3496. 13544
1950 one owner; £l.195.—Silverthorne Motors.
Ltd., 1013. Finches Rd., Rw.11. Meadway 2268. 1472
1950 (Nov.) Trumph Mayflower all., Mad. 2169. 1472
1950 (Nov.) Trumph Mayflower all., Mad. 2169. 1472
1951 (Nov.) 1571 (Nov.) 15

A 4212 ISOU DE STRUMPH 2000. April 1949, Roadsber coupe, condition: terms. exchange and condition: terms. exchange. June 1947, rator-edge 4-84 door saloon, black, maroon leather, carefully used, excellent condition; terms, exchanges.—Rowland

abed checkers

7 9 5 ms.—Triumph 1800, 1947, Roadster coupe, gunmetal, blue leather, Windtone horns, small milicage, creditly used, excellent condition, terms, ex-changes, list; open 5-7 seed-days and Settlement, Royland Smith, Hampstead (Rampstead Tube). Heap?

steas 0041. 

1950 E1.275 — Clayton's Cars (London). Lide, 337. 
Eurion Rd. London, N.W.1. Tel. Eurion 2226 (5 lineat). 

1950 (April) Triumph Renows asloon marcon and beauty. Carboniette. 6.00. immediate conditions. 

1950 (April) Triumph Renows asloon marcon and beauty. 2000. 

1960 (2000). Consider conditions. 

1950 (2000). Consider conditions.

JOHN CAMPBELL MOTORS, 415. Holloway Rd., N.7 North 4441 [6066 

1950 (October) Triumph Marflower whom covers, one owner, 4,000 miles, executional conditions when throughout; 5-month guarantee, any inspection lawfield; 21,003,797 CARS, Ltd. 93, North Side. Wandsworth Common, S.W. if. Vandyke 1166. Wandsworth Co. 1814

1936 Ithp Gloria Triumph sports 2-seater, rear tained and in really excellent condition throughout 4885—Jacquier, Ltd. 225-7. Hammersmith Rd. We Riverside 6877-8.

TRIUMPH

F. DOVE offer: 1949 Triumb Roadster, green with
green, showroom condition, 3,000 miles, spare unused; £995.—69, Broadway, Wimbiedon, S.W.19. Liberty
3456.

1937 Triumph Viteme saloon 14hp, black, very good Exas. Garage. 11, Cornwall Gardens Walk, Rena.nston. 8.W.7. Western 7079.

lavae, Garage 11. Corrawali Gardens Walk, Kenn., njton.

8. w. 7. Western 7079.

1948 1000 salcon, black mith beige leasther, and the salcon of the salcon o

S.W.S. Tel. Fiaxman 4601/5.

1939 doubt Triumph Do'omite 2-litre Boadster
1939 cospe, blue, chromium, blue leather, looscovers, new hood, disce, luxurious, jequipped, lumaculate and sparking car with delightful appearance and
outstanding lines, thoroughly recommended; written
guaranter, 2545, terms, exchanges,—H. F. Edwards,
154 Gf. Tichheid St., W.I. Langham 6012. [4630

THE CAR MART, Ltd., wish to purchase Trium Cars.—320. Euston Rd., N.W.I. Euston 1912. CASH immediately for good Triumph.—H. F. Edwards, 28 Upper High St., Epsom 9400.

TRIUMPH Roadster, 1947/9, or part exchange 1948 Hillman Minx Phase II.—Chiswick 7009. [4814 OWLAND SMITH S. the Triumph buyers.—Hamp-stead High 5t (Hampstead Tube). Ham, 6841 A LMOST new Triumph required; cash payment Morley, 54, Streetham Hill, S.W.2, Tulse Hill 44

MARSTON MOTOR Co., Ltd., for your Triumpo.
N.15 Tel Sts. 8000.—Seven Sisters Rd., Tottenham.

Cash buyers of low-mileage 1800 and 2000 Triumph distance no object. sintings. Lord St., Southport

C. A PETO, Ltd., 42, North Audiey St., W.I. urgently require post-war small mileage Triumph cars in first-class condition.—May. 3051.

Transparence condition—may 5.552.

STANDARD & TRIUMPH SALES, Ltd.—Service and service spaces for all models: manufacturers largest steelings—stronger for the service sections of the service section of the section of the service section of the section of the section of SIL ROY. Ltd.—Triumph spares, complete stock wholesale and retail.—161. Ot. Portland St. W I ham 7735.

TRIUMPH speres for all post-war models; large provincial stockista.—Hollingdrake Automobile Cel. Ltd., Stockpart (Tel. 4464); and Prince's Drive, Golv. Bay (Tel. 3322).

#### UTILITY CARS

1948 results Ford 10hp utility, very attractive 1940 Billiona Minz utility, just attend new body; 2079 Dicks cass Alexa Ltd., 385-401 Migh Rd., Kilburn, Maide Vale 6989-9. [4865]
JACK STONE & SON, offer:—

ACR STUNE & BON, offer:—

9 49 Endford Jovett de line 6-seater, 1948 Hum1847 Humber 27 -ceater, 1948 Humber 1949 Humber 27 -ceater, 1948 Humber 1950 Ford Prefect 5car; 1948 Ford 19th 6-seater, 1950 Ford Prefect 5seater, 1956 Ford 19th 6-seater, 1950 Ford Prefect 5seater, seater of the control of the following anywhere, and for un-to-date list and special seven-way
there, and for un-to-date list and special seven-way
for united by the following the foll

1949 Standard Vanguard utility.—6-7, Warren St., HAROLD RADFORD & Co., Ltd.

1949 (Sept.) Jowett Bradford utility colour green.
1949 (Sept.) Jowett Bradford utility colour green.
1947 (Stellar Bradford Brad

DHILIP RICKARDS LAG. offer:-HILLMAN Minx utility, 1944 chamis rebuilt, 1948 features, beige, 9,000 miles, 4, Brick St., Park Lane, London, W.I. Grovebor 472-2, 8 ctc. 9,000 BRADPORD 1950 utility 6-light; £525.

PARADE MOTORS (MITCHAM), Ltd. 66-67, Monarch Parade Mitcham Tel Mit. 3592 READ BROS. MOTOR Co. (London), Ltd., offer:—

Austin 10hp utility, nice condition through-out: £525 toho utility re-con, engine, new 1937 - 8 betry, £505 MANY others, territe, suchanges, 56, Christchurch Rd. (20liers Wood, S. W.) 5. Liberty 1604, 1489

1948 Daimier 246-litre utility excellent mechani-cal condition, moderate mileage, chean for

MEBES & MEBES, Ltd. (EM. 1895), offer;-

1948 (Nov.) Bradford-Joseph while; Boyal blue moderate missage, one owner, practicall new condition, 2465.—The Broadway, Mill Bill, N.W. Tel, Mil. 2040.

1950 A40 utility, 7,000 miles; A:05.—Reys Autos, [4638] UTILITY Studebaker, exceptionally roomy; £140, neur offer.—Tel. Pervale 6006. Box 6539. [4709] BRADFORD Etility, August 1950, 11,000 miles; \$525.

Weston, Marsh Leys, Kempston Beds. [4233]

1950 Handford Glight utility age owner, A sense. [4235]
1950 Handford Glight utility age owner, A sense. associations, quaranteed, E305.
1950 Carantination, quaranteed, E305.
1951 Carantination, programmed, E405.
1951 Carantination, Francis, Fran £535 -Ford 8 1947 model with excellent wood body, carefully used and genuine small

£595 —Standard 12 stillty van with brand new £595 wood bodywork; this vehicle is £10 tax and looks worth £900; 3 months' guarantee; hire purchase.

L AMBS OF WOOD GREEN, Finchier Showrooms, 421, High Rd., Finchier, N.12. Fin. 6221. 1947 Austin 10 with utility bodyware, seating for in smert condition, £850 pc. FERRARIS OF GRICKLEWOOD, Ltd. 220-220, Crickiewood broadway, N.W. 2 (ha 2234, 16890

1949 Bradford Utility green, 4 sexts, as new throughout; £500.—Buntings. Jowett Main Agents Harrow. Tel. 6225/6.

1947 Austin 10 Utility, engine reconditioned, un-repeatable bargain, £375.—A 2. Motors, Paimerston Rd. N. W.6. Mat. 4723. BRADFORD utilities for sale serviced by us, mate agents since 1922.—Bunting's Motor Exchange Bonnersfield Lame, Harrow Tel 6225-6 [0621

Somersheld Lane starrow Tel 825-8 D021

VADXIALL I stillig, first-class cancibasts ash body, almost new condition, fitted radio; 2325-King's Motors, I shigh 81. Houndaws, Tel 535.

19 49 (Nov.) Fandford 4-limit stilliy, 14. 00 8800

19 47 (Nov.) Fandford 4-limit stilliy, 14. 00 8800

19 47 Austin 10m 3-enter Martin Walter Utilirispection, surranteed, 256. Also Condition says and the stilling of the stilling of

JEEP Utility station wasen, polished wood, two seats and two bucket seats, first remained 1946; £300.—Apply Hunter, 43, Seatth Terr., Calles, 6.W.5 Tel.

1950 (June) Vanguard utility in 10.000 immaculate condition; 5765 R. S. Ltd., 42, Quoen St., Maidenhead. Tel 5431/2.

NAYLOR & ROOT, Ltd.—1947 Hilman car, silver grey, 15,000 miles, vere ca tained inroughout; £745.—25, East Hall, Ol tion, & W. 18. Batt. 5272. Open 9-6, each cluding Saturday.

20 5 gs. Morris 14 1930 f-center systems, consider the condition; the condition for the condition; ferms, exchanges; 1861; open 9-7 week and Saturdays. Rowland Smith, Hauspetend (R. steed Tubel, Hampited 604).

stead Tube). Hampitess 6041.

I A-FRANCIS estate car, 1942, 4-door, seats at S.

I A-FRANCIS estate car, 1942, 4-door, seats at S.

abouroon condition, La-Francis sody, completioned from any saminations and trial vestioned, common pool tree, any saminations and trial vestioned, common pool tree, any saminations and trial vestioned, common Hannard Photographics, Alexandra Hd., Spalding, Tel. 5314.

ROWLAND SMITH'S, the Offility car buyers.—Hamp-stead High St. (Hampstead Tube) Ham, 6041, 10203 A LL types utilities was ted for each.—Read Bros.
Motor Co. (Lo.1don), Ltd., 56 Cheisteburch Rd.,
Colliers Wood, S.W.19, Liberty 1604.

S. G SMITH MOTORS, Ltd., offer;-

1939 Yaushal ID, reconditioned engine, resprayed.
1939 very attractive; £450.
5 rel. New Cross 6460.
1947 Vauskal ID salona, excellent conditional
1947 Vauskal ID salona, excellent conditional
1947 Vauskal ID salona, excellent conditional
1948 W. MOTTORS Ed., Queen's Mend Garnas, East
End Rd. N. S. Pinchleir 6388-7.
1939 Vauskal ID de lauxe salona; unmarked inside
1930, and out; guaranteed £450.
1948 V. W. LEKIN, Edd., 1, Westen Park, Kingston-marked
1858 Vauskal ID de lauxe salona; unmarked inside
1950, w. W. LEKIN, Edd., 1, Westen Park, Kingston-marked
1858 Vauskal ID de lauxe salona; unmarked inside

1940 Vauxhall 10 saloon, new tyres, reconditioned engine recently fitted; 8425.

PETER BANTOCK CAR SALES, 57.39, King St. Parade, Twickenham Pupesgrove 7447/7050, 5887

£444 -- 1940 Vaunhait 10 de luze salcon, es cally absolute stift: 5 months' avarantee; hire pu

cally absolute suit: 3 months suarantee; hire purchase, continuous of the continuous continuous continuous continuous continuous continuous condition. Il suarantee da new mechanically and spinerance, 190 owners since new -32 Abendum Gdma. NW.6.

1947 (August) Vauxhall 10 falces, clue, interior, quite enceptional con thoroughly recommended, written supermisest ter changes.—H P. Edwards. 172. Kingston Rd., Surrey. Essel Stol.

H. A. SAUNDERS, LIG.

1947 Vauxhall 12, 20,000 miles.—Radlett, Herts. Tel. Radlett 6167 and 5849. [3722 B. J HUNTER, Lad., offer:-

1946 Vauxhall 12 saloon, one owner, really genuine condition throughout; £725.
B J HUNTER Ltd., 22 Cricklewood Broadway, N.W.2. Tel. Cliacktone 6305. GLANFIELD LAWRENCE offer:-

1947 (Dec.) Vauxhall 12 saloon, black, 33,000 miles, one owner, virtually as new; £725,—407, High Rd., N.12. Finchley 0091. [4039 KENTISH & THOMPSON, Ltd., offer:-

1947 Vauxhall 12 saloon, one owner, black, immaculate condition: £695, -564, Wickham Rd., Croydon. Springpark 5477-8. [4957]

1947 Zaxishail I2hp saloon, black, one owner, care for the first part of the first p

B. J. HUNTER, Ltd., offer:

B. J. HUNTER, Lda., otter:

1946 Yauly used: £695
J. HUNTER, Lda., 22. Crickiewood Broadway,
N.W.2 Tel. Ciladstone 5003.

1937 Yauxhal: 18 touring saloon. excellent conbetter BANTOCK CAR SALES, 37,79, King St.
Parade. Twickenham. Ponestaves 7447-7705. 13966

1946 Vauxhal: 18 touring saloon. black, leather
increases the control of the control of the concelled the control of the control 1947 Vauxhall 14 saloon, wireless, blue and brown, Ladex-cellent condition; £645.—Haskins Lad-

VAUXHALL 1946, 14hp, one owner, 25,000 miles, ex. cond., £675, or near offer.—Box "JA/52," c/o 95, Bishoossate, E.C.2. [4144

1946 Vauxhall 14 J-type saloon (choice 2), abso-ston Rd., N.W.6. Mai, 4725/33. [5763

ston Rd. N.W.6. Mai. 4723/33.
Camber MoTORS.—Vaushall 14hp J type saloon de Camber MoTORS.—Vaushall 14hp J type saloon de Law. September, 1946, original black finish, brown Camber Motor State Camber S

ESSE MODEN MOTORS, Ltd. Lake St., Leighton Bunard. CB Beds "Phone 2034 i.S lines) — Write for post-re-catalogue of nearly 500 cars ready for inspection and purchase; hire-purchase facilities, part exchanges; free delivery anywhere in the United Kinadom; fares re-showrooms open till 7p nm any cars of the collection blowrooms open till 7p nm any cars of the collection.

1939 Vauxhail 14 saloon, black, green leather, nice car, £495.—Silverthorne Motors, Ltd., 1015. Finchley Rd., N.W.11. Meadway 2288. [5928]

19 17 Vaunhal 14 saice Lery ound: 1725-High 8t. London W.14. Tel. Western 2312. 1847-1937 Vauxhall 14 de luxe saloon black/horwn hide upholstery, a really good speciment originally clean and mechanically excellent, taxed;

2575.

TiMMs MOTORS Col nette Rd. Upper Richmond
TiMMs MOTORS Tel. Putner 5595.

120 Sq. 1-1252 Vaunhaul 14 de iuse saleon, black.
200 S - 1-1252 Vaunhaul 14 de iuse saleon, black.
pain - The Haverstock Garage, Haverstock Hill, N. W. 11.

7e1. Gulliver 2422.

Tel. Gulliver 2422,

1036 Vauxhall 14 drop head coupe, reconditioned,
smart appearance, good tyres; £229, or terms
arranged.—C. & S. Motors, Ltd., Dudden Hill Lame.
Nesaden, N. W.10. Tel. Gladstone 8605. [4660]

1948 J-type 29.500 genuine econ.

1948 J-type 29.500 genuine econ.

1948 J-type 29.500 genuine extremely clean, car
1950 Jesse unmarked, loose covers, demister, spotlight fastidiously maintained, good tyres; £850.—Ensor
40. Knowsley Rd., Rainhill, Lancs, Rainhill 265. [4456] CAR MART, Lid.

1948 50 Vauxhail Wyvern saloon, héater, 12,000 miles; £995. Vauxhail Velox saloon, 6,000 miles; £1,150.—Car Mart. Ltd. 520, Euston Rd., N.W.L.

FEWNHAMS Ltd 1950 Vauxhali Vejox sa'oon, fawn and brown, YewnHad House, 255-7-9, Hammersmith Rd., Longia, W. G., W. G. (1560) VERBEAS CARS Ltd.

1948-49 Vauxhall Wyvern saloon, 9.000 miles Overseas CARS, Ltd., 297, Brompton Rd., Knights-br.dge. S.W.S. Tel. Kensington 7475. [498

B J HUNTER Ltd., offer:-1949 Vauxhall Wyvern salcon, definitely un-marked: £875 B J. HUNTER, Ltd., 22, Cricklewood Broadway, N.W.2 Tel. Gladstone 6505. CYRIL SHEPPARD offers:-

1950 Wywern, 12,000 miles, unmarked; £1,050.— 1950 Cyril Sheppard, 102, King's Rd., Reading [4572]

HAROLD RADFORD & Co. Ltd

HAROLD RADFORD & Co. Ltd

1949 (Sect.) Vauxhall Velox saloon. colour grey.

1949 specdometer reacting 8 757 miles. one owner.

1948 of the Co. Ltd.

HAROLD RADFORD & Co. Ltd.

HAROLD RADFORD & Co. Ltd.

Kensington 842 (\* lines).

VAUXHALL WYVERN & VELOX

1950 acries Vauxhall Wyvern saloon, colour dark beater, a most carrelly used car; £935.
54. Selasion Rd., Sih. Caydon, Surrey. Croydon 5470, 1840. H. A. SAUNDERS, Ltd., offer:-

1950 Vauxhall Wyvern saloon, blue with brown upho-stery, radio, heater, rimbellishers, etc., 7,000 miles; £1,045.

836/842, High Rd., N.12. Hillside 0024.

McKINNON MOTORS, Ltd., offer:-

1950 (Sept.) Vaushall Wyvern saloon, blush grey, one color blusher to match. 1,600 miles only, one color blusher to match. 2,600 miles only, one color blusher to match. 2,600 miles only, one color blusher with the color blusher with the color blusher with the color blusher blus

WARWICH WRIGHT, Ltd., offer:-

1950 Vauxhall Veloz. black, brown leather.
WARWICK WRIGHT, Ltd., 150, New Bond St., W.1.
[4954] WADDINGTON MOTORS, Ltd., offer:-

1949 (September) Vauxhall Wyvern, in perfect Rd., N.W.6 Ham. 2211, [5361]

GE SERVICE STATION (LONDON), Ltd. A CE SERVICE STATION (LANGUAGE)

AUXHALL Wyvern, 1950, blue, 4,000 miles; £1,025,

VAUABLE Wyter 1900, One 4,000 mines 21,025,

NEIRAS 5555 (5 lines).

1950 Vauxhall Wyern aloos, low milease, one
PERRARIS OF COLOCIO, Ed. 200-220,

PERRARIS OF COLOCIO, Ed. 200-230,

1949 Vauxhall Velox asloon de luxe, fitted radio, et cimarculate condition; ex755.

MAYFAIR CARRIAGE CO., Ltd., The Hyde, Edgware Rd., N.W. 9, Col. 5022.

1949 (Nov.) Vaughall Wyvern saloon, 25,000 miles, genuine, one very careful owner heater. SHAW MOTORS, Ltd., 666-678, Carratt Lane, London. S.W.17. Wim. 5031-2.

1950 Vauxhall Wyvern, Alpine green, brown leather uphoistery, recorded mileage 14,000, fitted DENHAM SERVICE STATION, Ltd., Denham, Bucks. 18000

1949 Velox, first registered December 1949, very small mileage, in excellent condition throughout; 2985, MOTORS, 18-18, Broadway, Berley heath Tei Bexleyheath 5591.

1950 Yauxhall Velox aaloon, finished black, with 15 000 miles, one owner.
SHAW MOTORS, Ltd. 666-678, Garratt Lane, London, S.W.17. Wim. 3031-2. [4542

300 miles only, 1950 Vauxhall Wyvern saloon.

British & Colonial Motors, Ltd., Upper St.
Martin's Lanc. W.C.2. Tem. 3588.

1950 Catel Vaxxhall Velox fitted wireless and beater excellent condition throughout; see also our advertisement on page 39.

PARSONS & PARRONS (GARAGES), Ltd., Potter St., Harlow, Potter St. 121. (4325)

1950 (Nov.) Vauxhall Wyvern saloon, 200 mls.— Green & Conis, Ltd., 246-252, Deansgate, Manchester, 3. Tel. Deansgate 3325-6. [3515 1950 Vauxhall Wyvern, exceptional con Smith & Hunter, Ltd., 376, 1 High St., London, W.14, Tel, Western 2512 Kensington [4875

1949 Vauxhall Wyvern, blue brown leather 16.000 miles, in perfect condition; £875.—L. F. Dove, Ltd., Guildford Rd., Woking, Tel. 1282. [8286] 2000 miles, 1950 Vauxhall Velox saloon radio, heater.—British & Colonial Motors, Ltd., Upper St. Martin's Lane, W.C.2. Tem. 3588, [4751

1948 (Dec.) Vauxhall Velox saloon, black, brown upholstery, 11.000 mies, one owner-driver; £200.—Box C768. Lee & Nightingale, Liverpool. [4179] 1949 Vauxhell Velox, original owner, new tyres, heater, rad o; £825; terms, exchanges,—H. Rose. The Lynch Garage, Unbridge, Middx. Tel. Ux-

Tel. Ux-[4579 1949 Wyvern saloon, black fawn, heater, moderate mileage, one owner, immaculate; £845.— A. Saunders, Ltd., 144, Golders Green Rd., N.W.11. Speedwell 0011.

Speciaci OII. 15564
YAUXHALI, Velox (Jan. 1950), 15,000 miles, one Legar-Lewin (Jan. 1960), 15,000 miles, one Legar-Lewin (Jan. 1960), 15,000 miles, one Legar-Lewin (Jan. 1960), 16,000 miles, one prefetty maintained; 2695, Lawson Pigott Motors, Ltd. (Vaskhali Dealers), 1846, East Barnet Réd. New Barnet Barnet 2553. (2835)

VAUXHALL 28

\$\frac{\text{VAUXHALL}}{2} \frac{\text{VAUXHALL}}{2} \fra

R P. FUGGLE, Ltd. VAUXHALL IS

1938 Vauxhall 25 saloon, two owners since new.
moderate mileage, in very sound condition,
new tyres, £295 or near offer.
P. FOGOLE, Ltd., Bushey Heath, Hertz. Tel. 1685,
14352

1038 Vauxhall 25hp 7-8-seater, widest occasionals, superb condition throughout, engine excelent; £550. or near.—Great Western Temperance Hotel. Cheltenham, Tel. 5992.

A & S Limounte. Gravenor, 1938, partition, fortion, black ward constionals, incher, magnificent condition, black search and the search of the search of

VAUXHALL MISCELLANEOUS

SHAW & EILBURN, Ltd., for Vauxhella.

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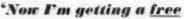


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A.F.N., LTD.	89	GAILEY CARAVAN CO., LTD 9	U DHAM & SONS, LTD.	5
Acres Autos, Ltd.	39	Gamage A W., Ltd 36	13	
Alan, David, & Co., Ltd	34	General Accident, Fire & Life Assurance	PALADIN TRAILAVAN CO., LTD.	N
Amal, Ltd.	Edit. 90	Corp., Ltd. 80	Parr Equipment Co., Ltd., The	80
Ardenfield Trading Co.	. 78	General Electric Co., Ltd. 79, Edit. 90	Parsons Chain Co., Ltd Cover I	
Armstrong's Patents Co., Ltd.	- 7	Girling, Ltd. Cover II	Parsons & Parsons (Garages), Ltd.	
Astley, Brook & Co., Ltd.		Glacier Metal Co 6	Partridge Wilson & Co., Ltd.	
Auto Industrial Supplies	28	Glanfielo Lawrence, Ltd 41	Perry W. Harold, Ltd.	
muco andustrint collegion		Goodyear fyre & Rubber Co. (Gt.	Peto, C. A., Ltd.	
-		Britain), Ltd 26	Premier Motor Policies, Ltd.	
BATLEY, ERNEST, LTD.	78	Gregory's of Uxbridge, Ltd. 78		
Baylisa, A. J., & Son, Ltd.		Gre-Solvent Co., The 80	Price, D. W., & Son, Ltd.	
Bennett, E		Grose, James, Ltd	Price's Lubricants, Ltd.	
			Pride & Ciarke, Ltd.	
Bennett (Hyde), Ltd		HATTON MOTORS, LTD 38	Prince (Kingston) Engineering, Ltd.	
Birkett, T. M., & Sons, Ltd.		HATTOS MOTORS, LTD	Puckert, E W., Ltd.	32
Blanchflower (Kettering), Ltd		Headen, A. E	**	
British Bundy Tubing Co., Ltd		Henlys, Ltd. 42	REGENT OIL CO., LTD.	00
British Industrial Designers		Hillwood Motors 41	Robinson, L., & Co. (Gillingham), Ltd.	65
Brixement Products		Hooper & Co. (Coachbuilders), Ltd 23		
Broadfields Garage & Eng., Co., Lt.		_	Robinson, Herbert, Ltd.	20
Brown, David, Group		INTERNATIONAL GARAGES	Rootes, Ltd.	
Brown's Garage	40	ANTERNATIONAL GARAGES	Rowland smith (Motors), Ltd.	
		_	Runhaken Electrical Products 78,	
0		J.J. TRADING, LTD. 79	Rye, Claude, Ltd 36,	78
CAMDEN MOTORS, LTD	. 39	J. J. TRADING, LID.		
Car Mart, Ltd.	25	**	2	
Carreras Ltd	12	L.G. SPARKING PLUGS, LTD 21	SCOTT, WALTER, LTD.	
Castle's Unit Development, Ltd.	14	Eximite believed to the one of the	Saith S G. (Motors), Ltd	
Ceag. Ltd.		*	South Eastern Battery & Elec. Co.	
Chloride Batteries, Ltd.	16	JAMBS, LTD	Steel Nut & Joseph Hampton, Ltd., The	
Cliftons Service Station, Ltd		Lane Accessories	Steele Griffiths & Co., Ltd.	
C.M.1. Products, Ltd.		Lang Overseas, Ltd. S1	Stenor, Ltd.	27
Conen, George, & Sons, Co., Ltd		Laystall Engineering Co., Ltd 3	Stewart & Ardern, Ltd.	31
Collier & Collier, Ltd.		Leicester Caravan Centre 8	Surrey Concrete, Ltd	34
		London Caravan Co., Ltd. 9		
Cooden Engineering Co., Ltd		Laminon Caravan Con, Lett.	m	
Coombs & Sons (Guildford), Ltd		**	TANKARD & SMITH, LTD.	41
Cox (R. W.). & Co., Ltd.		MAYFAIR GARAGES, LTD 41	Trevor J & Sons	35
Crompton Parkinson, Ltd	31	McKinnon Motors, Ltd 40	Trico-Folberth, Ltd	80
		Measham Motor Sales Organisation . 13	Turf Motors of Frizinghall, Ltd.	
D		Metropolitan Vickers Electrical Co., Ltd. 33	Turner, William (Kismet), Ltd.	
DAVIS, GODFREY, LTD.		Michelin Tyre Co., Ltd 20		
Davy J	85	Millers Car Equipment 36	IT	
Dover, Ltd	33		UNIVERSAL DAMPERS, LTD.	16
Dumb-Bell Car & Caravan Co., Ltd.	8	Montroe Motors 39		
Dunlop Rubber Co., Ltd	. 21	Morgan, John & Co	17	
Dunlop Special Products, Ltd.		Morris, S., & Co., Ltd. 40	VANDERVELL PRODUCTS, LTD	29
		Morris Motors, Ltd Front Cover		
**		Motor Car Exchange, The 32	W	
ECONOMIC SALES SERVICE, LT	D 14		WADSWORTH, JERRY, & SON,	_
Edison Swan Electric Co., Ltd., The	97	Visional negations in the	LTD	16
Edwards, Lawrence, & Co.		NATIONAL BENZOLE CO., LTD 22	Waitons Products	80
		Naylor & Root, Ltd 38	Weathershie'ds, Ltd	
Elite Motors (Tooting), Ltd.		Neill, James & Co. (Sheffield), Ltd 79	Wice-Pacy Sales Corporation, Ltd. Cover	
Esso Petroleum Co., Ltd.	19	Neo Electrical Industries, Ltd 78	Wilcot (Parent) Co	
		Newman, George & Co. 39	Wilkins. G. W , Ltd Edit.	89
L'		Newnhams Lta. 40	Wingard (M. A.), Ltd	12
FAIRLEY, JAMES & SONS, LT	78	Nogman, C G, & Co. 79	Witham's Motors, Ltd.	78
Fishel, George, & Co., Ltd.	. 10	Notek Co. of Great Britain, The 32	Worldwin Products, Ltd.	

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